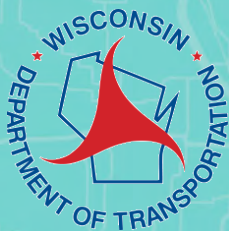


# CONNECT 2050



## Wisconsin's Statewide Long-Range Transportation Plan



**WISCONSIN DEPARTMENT of TRANSPORTATION**  
**Division of Transportation Investment Management**

**BUREAU of PLANNING and ECONOMIC DEVELOPMENT**

December 2021 | **DRAFT**

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## Overview

Our quality of life and economic growth in Wisconsin depend on a safe, efficient, and coordinated multimodal transportation system to move people and freight. Connect 2050, Wisconsin's statewide long-range transportation plan provides the vision, goals, and objectives that will guide development of the statewide transportation system well into the future.

Innovation, technological advances, and many other factors affect travel of people and goods. Emerging modes of transportation such as automated vehicles, e-bikes, and shared vehicles have the potential to provide enhanced mobility and accessibility to businesses, drivers, and non-drivers. Technologies such as alternatively fueled vehicles, hybrid trains, and connected infrastructure have potential to improve air quality through emission reduction, increase travel time reliability, reduce congestion, and increase transportation safety for everyone. Social changes such as telecommuting and home delivery services may completely change the number and frequency of trips we take throughout the week.

While we cannot say for certain how any of these innovations will affect us, being agile and adaptable will support a changing transportation system.

## Purpose

Connect 2050 is Wisconsin's statewide, multimodal, long-range plan, required in 23 CFR 450.216(a). The plan will facilitate decision-making for improvements to and investments in all types of transportation throughout Wisconsin from now to 2050. Connect 2050 is:

- **Long-range.** It looks to the future, in this case to 2050.
- **Statewide.** It has a broad reach; its vision, goals, and objectives will guide WisDOT's decision-making for all of Wisconsin and for all people.
- **Multimodal.** It sets goals and objectives that apply to all modes and means of transportation in Wisconsin, including cars, [roads](#), [transit](#), [biking](#), [walking](#), [rail](#), [aviation](#), and [water transport](#).

Connect 2050 includes the Vision, Goals, and Objectives for Wisconsin's entire transportation system. A complex series of technical reports, modal plans, operational plans, business plans, local plans, and programs -- all of which are or will be guided by Connect 2050's Vision, Goals, and Objectives. The format of Connect 2050, which relies on technical reports and other plans, is designed to ensure that Connect 2050 will stay relevant over time by pointing to the most up-to-date data, policies, and actions affecting each transportation mode. Many of these other resources are linked throughout Connect 2050, print copies of which will be provided upon request by contacting the WisDOT Office of Public Affairs at (608) 266-3581 or by writing P.O. Box 7910, 4822 Madison Yards Way, Madison, WI 53705.

This document is designed to accompany the [Connect 2050 website](#), which includes information that influenced development of Connect 2050 and the state of our transportation system. The website is a supplement to the plan, and it will be frequently updated as part of WisDOT's continuous planning process.

## Vision

Connect 2050's vision statement will serve as the Wisconsin Department of Transportation's (WisDOT's) guiding vision for the transportation system as it is developed and maintained over time:

*WisDOT envisions an integrated multimodal transportation system that maximizes the safe and efficient movement of people and products throughout the state in a way that enhances economic productivity, transportation accessibility and the quality of Wisconsin's communities while minimizing impacts to the natural environment and socioeconomic, historic, and cultural resources.*





The vision, carried over from the previous plan Connections 2030, is the desired destination; *how* we get there is identified in is detailed in a complex series of plans and programs that are guided by Connect 2050's goals and objectives.

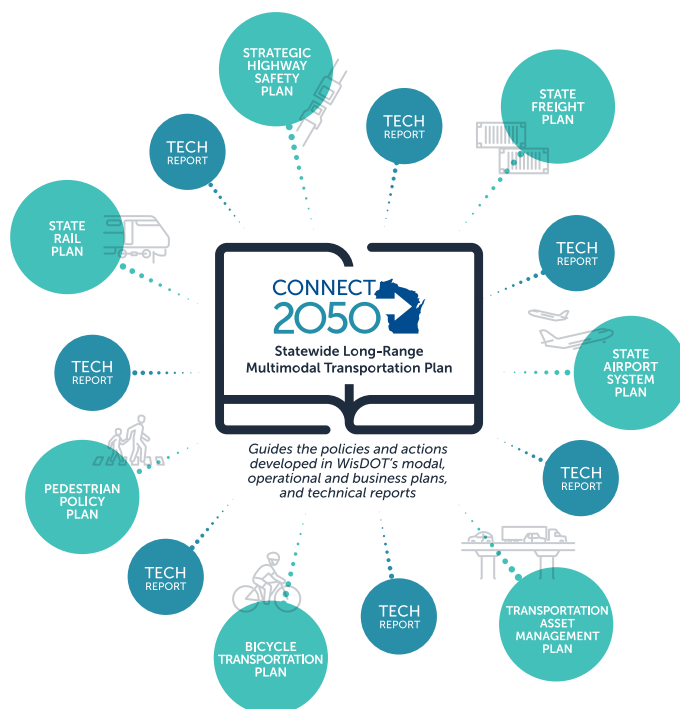
WisDOT is the state agency that oversees and establishes programs for state and federal investments in Wisconsin's transportation system. WisDOT collaborates with federal agencies, local governments, metropolitan planning organizations (MPOs), and regional planning commissions (RPCs) to oversee local, regional, and statewide transportation planning processes.

## Goals and Objectives

The goals and objectives in Connect 2050 are statewide and multimodal in nature, meaning that they apply to all modes of transportation and all people throughout the entire state of Wisconsin. The goals and objectives were established from the review and update of policies in the previous long-range plan, Connections 2030, and through assimilation of public comments. Over the life of the plan, the goals will guide and support development of an integrated, efficient, and safe multimodal transportation system.

- **Goals** are high-level statements that set direction and identify topics of critical importance to furthering the statewide multimodal transportation system.
- **Objectives** are more specific than goals and identify the ends to which specific action items, or policies, will be aimed.
- **Policies** are specific action-based statements that identify means by which the goals and objectives will be implemented. In the context of WisDOT's long-range planning process, policies are identified in WisDOT's modal plans such as the [Wisconsin Rail Plan](#) or [Freight Plan](#), business plans such as the [Transportation Asset Management Plan](#), or other strategic planning efforts.
- **Actions** are specific activities WisDOT or other entities will perform to implement policies such as identifying a project for funding.

It is WisDOT's goal, as part of a 3C (continuing, cooperative, and comprehensive) planning process to update modal plans and program guidance to align with the vision, goals, and objectives in Connect 2050. Items that were included in Connections 2030, such as the **State Access Management Plan** and Corridors 2030, will remain in effect until superseded. Please see **Appendix A** for more information.



Implementation of the plan's goals and objectives will happen through a series of short-term actions identified in technical reports, modal plans, operational plans, business plans, local plans, and programs, including WisDOT's [Six-Year Highway Improvement Program](#) and [Statewide Transportation Improvement Program \(STIP\)](#). Please see **Appendix B** for more information.

Goals, objectives, policies, and actions must work together to implement the Connect 2050 vision. Connect 2050 is not meant to be specific in nature but rather sets goals and objectives that are universal across all modes of travel, allowing policies and actions to be customized and successfully implemented mode by mode.



## Connect 2050 Goals and Objectives

### Goal 1. Pursue sustainable long-term transportation funding.

- Objective 1.a. Ensure funding is managed efficiently and is sufficient to support WisDOT's long-term plans for providing a transportation system that is in a state of good repair and is safe, efficient, and accessible, all of which support Wisconsin's economy and quality of life.
- Objective 1.b. Facilitate access to funding at the regional and local level according to state and/or federal requirements, and prudent financial management of WisDOT-administered programs.
- Objective 1.c. Pursue innovative and sustainable funding mechanisms and solutions to ensure system health across all modes.

### Goal 2. Focus on partnerships.

- Objective 2.a. Ensure the transportation system is developed in a way that addresses the needs of all users.
- Objective 2.b. Ensure inclusivity, equity, access, and safety.
- Objective 2.c. Eliminate and reduce transportation accessibility barriers.
- Objective 2.d. Ensure the transportation system can adapt to changes over time, such as connected and automated vehicles, use of alternative fuels, telecommuting and other social changes, and needs of an aging population.
- Objective 2.e. Collaborate with partners and stakeholders to identify strategic transportation investment opportunities.
- Objective 2.f. Identify and communicate transportation system needs, priorities, and benefits to maximize transportation investments.
- Objective 2.g. Ensure project considerations include the character and needs of communities.

### Goal 3. Pursue continuous improvement and expand data-driven decision-making processes.

- Objective 3.a. Strategically align resources and emphasize integrating performance-based decision-making throughout the department.
- Objective 3.b. Use cost-effective techniques to maximize transportation investments.
- Objective 3.c. Continue using performance measures to inform sound investment decisions.
- Objective 3.d. Be agile in adapting to changing data needs over time.
- Objective 3.e. Assess, expand, and improve data collection through technological means by processing, monitoring, using, reporting, and sharing data.

### Goal 4. Increase options, connections, and mobility for people and goods.

- Objective 4.a. Ensure adequate system mobility to support and enhance Wisconsin's quality of life and economic competitiveness through system reliability, efficiency, and a resilient supply chain.
- Objective 4.b. Enhance transportation equity, access, mobility, and safety.
- Objective 4.c. Facilitate mode choice options that support transit use and active transportation such as bicycling and walking.
- Objective 4.d. Close gaps and create an inter-connected network of transportation facilities to move people and goods safely and efficiently.

### Goal 5. Maximize technology benefits.

- Objective 5.a. Identify opportunities to integrate transportation and technology that will support WisDOT's vision.
- Objective 5.b. Embrace technology and be agile in implementing technology-based solutions to improve all aspects of transportation including materials, safety, resiliency, operations, maintenance, and transportation system impacts on sensitive resources.
- Objective 5.c. Use technology and data to maximize transportation investment benefits.



**Goal 6. Maximize transportation safety.**

Objective 6.a. Develop and maintain a system that is safe and secure.

Objective 6.b. Strategically align resources to make progress towards the goal of zero fatalities in Wisconsin.

Objective 6.c. Leverage data and technology to improve safety.

Objective 6.d. Research and implement innovative safety solutions that involve education, engineering, enforcement, emergency management, and everyone.

**Goal 7. Maximize transportation system resiliency and reliability.**

Objective 7.a. Develop physical and operational systems that are adept at preventing, preparing for, and coordinating responses to any incident, whether natural or the result of human activity.

Objective 7.b. Emphasize system resiliency to reduce repair costs and improve safety and security.

Objective 7.c. Identify and assess risk-based solutions for system vulnerabilities.

**Goal 8. Balance transportation needs with those of the natural environment and socioeconomic, historic, and cultural resources.**

Objective 8.a. Develop a transportation system that avoids, minimizes, and compensates for environmental impacts.

Objective 8.b. Prioritize emissions reduction and alternative fuels to improve air quality.

Objective 8.c. Reduce waste and recycle materials during transportation projects.

Objective 8.d. Consider cultural, socioeconomic, and historic resources during the project development process.

Objective 8.e. Foster a safe and environmentally sensitive transportation system.



## Guiding Principles

People are at the heart of Connect 2050's strategic direction. These guiding principles recognize who uses Wisconsin's transportation system and demonstrate the commitment to accessibility for all. Equity is recognized throughout this plan as a vital component to ensuring that the transportation system works for all Wisconsinites. Connect 2050 guiding principles represent a commitment to do the following:

- Implement and maintain a safe and efficient statewide multimodal transportation system that provides safe, affordable, accessible, and equitable transportation choices for **all people**.
- Ensure that **no person** is excluded from participation in, denied the benefits of, or otherwise subjected to discrimination on the basis of race, color, national origin, disability, sex, age, religion, income status or limited English proficiency in any programs, activities or services administered by WisDOT.
- Embrace a **continuing, cooperative, comprehensive** planning process.

Connect 2050 represents a statewide planning effort among MPOs, local communities, all affected transportation agencies, and WisDOT. For more information, see the [WisDOT Coordination Document](#).

## Public Involvement

WisDOT public engagement strategies were conducted in accordance with the [Connect 2050 Public Involvement Plan \(PIP\)](#), approved by WisDOT in February 2020.

The PIP outlines a comprehensive public involvement process that helps ensure Connect 2050 and its related transportation system decisions incorporate input from Wisconsin's residents, businesses, and other transportation system users.

The Connect 2050 public involvement process that the PIP originally outlined has been updated to reflect the impacts of the COVID-19 Pandemic. During the Pre-Draft Plan phase, all engagement was conducted virtually, and all in-person engagements were cancelled in accordance with state and local public health guidelines for group gatherings during the Pandemic.

Comments and feedback received through public involvement activities contributed toward developing Connect 2050's goals and objectives. The engagement strategies used, and comments received during the planning process are found in **Appendix E**.

## State Planning Regulations

Trans 400.07(2)(b)2 of the Wisconsin Administrative Code indicates a System Plan Environmental Evaluation (SEE) may be prepared if proposals within system plans may significantly affect the quality of the human environment and represents a significant departure from, or expansion of, the department's existing responsibilities by substantially expanding or reducing total resources allocated to any existing programs. If an analysis concludes that the system plan does not contain any such proposals, the plan (or a separately identifiable and retained record) may include a clear statement of that determination. See **Appendix C** for more information.





## Federal Planning Regulations

23 CFR 450.216 requires states to develop a long-range statewide transportation plan with a minimum 20-year plan horizon at the time of adoption that provides for the development and implementation of the multimodal transportation system. The long-range statewide transportation plan shall consider and include, as applicable, elements and connections between public transportation, nonmotorized modes, rail, commercial motor vehicles, waterway, and aviation facilities, particularly with respect to intercity travel.

In accordance with 23 CFR 450.220, WisDOT certifies that its statewide transportation planning process addresses major issues facing the state and is being carried out in accordance with the following requirements:

- 23 USC 134 and 135, 49 USC 5303 and 5304.
- Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d–1) and 49 CFR 21.
- 49 USC 5332, prohibiting discrimination based on race, color, creed, national origin, sex, or age in employment or business opportunity.
- 23 CFR 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

- Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (P.L. 114-357), and 49 CFR 26 regarding the involvement of disadvantaged business enterprises in the USDOT funded projects.
- The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR 27, 37, 38.
- In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR 93.
- The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination based on age in programs or activities receiving Federal financial assistance.
- Section 23 USC 324, regarding the prohibition of discrimination based on gender.
- Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

## Federal Planning Factors

States must address 10 factors when creating a statewide transportation plan. The matrix below identifies the planning factors, and how each planning factor ties to the goals of Connect 2050.



## Federal Planning Factor Matrix

Federal Planning Factor	Connect 2050 Goal
1. Support the economic vitality of the United States, the states, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.	<ul style="list-style-type: none"><li>• Pursue sustainable long-term transportation funding.</li><li>• Pursue continuous improvement and expand data-driven decision-making processes.</li><li>• Maximize technology benefits.</li></ul>
2. Increase the safety of the transportation system for motorized and nonmotorized users.	Maximize transportation safety.
3. Increase the security of the transportation system for motorized and nonmotorized users.	Maximize transportation safety.
4. Increase accessibility and mobility of people and freight.	Increase options, connections, and mobility for people and goods.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.	Balance transportation needs with those of the natural environment, socioeconomic, historic, and cultural resources.
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight.	Increase options, connections, and mobility for people and goods.
7. Promote efficient system management and operations.	<ul style="list-style-type: none"><li>• Pursue continuous improvement and expand data-driven decision-making processes.</li><li>• Maximize technology benefits.</li></ul>
8. Emphasize the preservation of the existing transportation system.	<ul style="list-style-type: none"><li>• Pursue continuous improvement and expand data-driven decision-making processes.</li><li>• Maximize technology benefits.</li></ul>
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	Maximize transportation system resiliency and reliability.
10. Enhance travel and tourism.	Increase options, connections, and mobility for people and goods.

## Performance-Based Decision-Making

Performance-based decision-making entails setting targets and analyzing trends, combined with measuring and tracking progress toward meeting targets. When WisDOT measures progress, we can identify what we are doing well and what areas need improvement, allowing for prioritization of constructive actions.

In 2012, USDOT established requirements for states and MPOs. More information and links to the most recent federal targets can be found on WisDOT's [Federal Transportation Performance Measures](#) webpage.

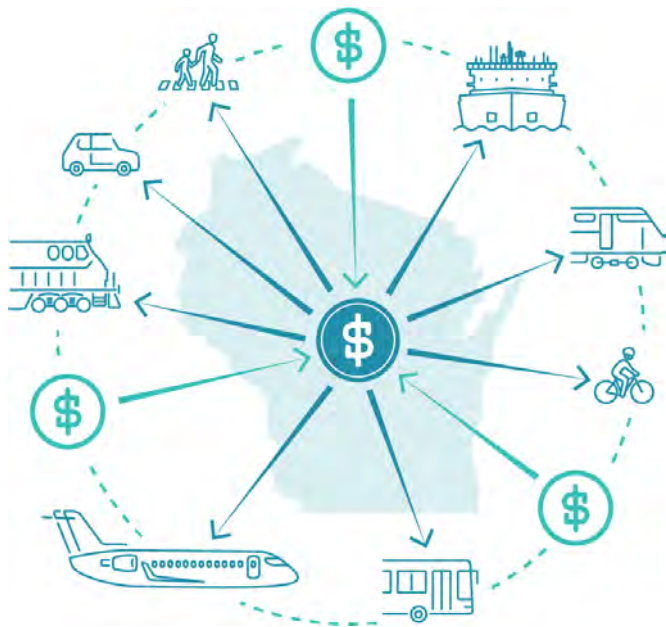
In addition to the federal requirements, [WisDOT's MAPSS Performance Improvement Program](#) focuses on five core goals of **M**obility, **A**ccountability, **P**reservation, **S**afety, and **S**ervice (MAPSS). These associated performance measures, which are reported upon quarterly, guide WisDOT in achieving its mission "to provide leadership in the development and operation of a safe and efficient transportation system." See **Appendix D** for more information.

WisDOT also combines performance management with asset management. The [Transportation Asset Management Plan \(TAMP\)](#) identifies investment strategies to maximize system performance. As time goes on and performance is monitored and reported, performance targets are updated, and the asset management-based investment strategies are updated to reflect the current system conditions.



This cycle, when combined with the strategic direction in Connect 2050 and other planning documents, provides WisDOT a continuous process by which conditions are monitored, investments are prioritized, and policy direction set. This is done to ensure the transportation system is operated, maintained, and improved in the most efficient way possible.

## Goal 1. Pursue sustainable long-term transportation funding



### Goal 1 Objectives

- 1.a. Ensure funding is managed efficiently and is sufficient to support WisDOT's long-term plans for providing a transportation system that is in a state of good repair and is safe, efficient, and accessible, all of which support Wisconsin's economy and quality of life.
- 1.b. Facilitate access to funding at the regional and local level according to state and/or federal requirements, and prudent financial management of WisDOT-administered programs.
- 1.c. Pursue innovative and sustainable funding mechanisms and solutions to ensure system health across all modes.

Funding is the key to maintain and develop Wisconsin's transportation system so that it is safe for all users, meets current and future demand, and exists in a state of good repair that facilitates lowering long-term costs. This leverages prudent asset management practices that maximize the benefit of available funding.

Transportation funding is complex and generally involves federal, state, and local funding sources, and sometimes private funding. Financial management and asset management techniques help ensure prudent use of

funding. For more information on financial and asset management concepts, please see **Goal 3** and **Goal 5**.

Funding for transportation infrastructure or service differs greatly based on mode. Funding source, funding rules, budgetary constraints, and level of public and private involvement can differ greatly.

For example, federal transportation funds generally come from the [Federal Highway Trust Fund](#) and are then subdivided into the Highway Account to fund highway related projects, and the Mass Transit Account to fund transit related projects. The Highway Trust Fund revenues primarily come from federal taxes on gasoline and diesel fuel. Federal formula transportation funds are authorized or given the authority to be spent up to a certain level, which is identified in the current federal transportation reauthorization act. Funds are then appropriated, which identifies the amounts and purposes for which funds can be used. Once appropriated, budget authority allows funds to be spent. Generally, budget authority is not given at 100 percent of the funding level. Once both funds and budget are available, the funds can be obligated or put on specific projects. All funding sources have limitations on how they can be used, which are outlined in the federal transportation reauthorization act. Federal discretionary transportation funds are competitive in nature and must be applied for, and contain limitations identified in their enabling legislation.

State funds on the other hand, largely come from state fuel taxes and vehicle registration fees and are allocated through the [state's biennial budget process](#). State and federal transportation funds are appropriated to various transportation programs by the state legislature. Transportation programs are limited in their use by state and federal rules.



Regardless of the source of transportation funds, between now and 2050, the landscape of transportation will change. While we do not know what specific technologies will change transportation and how they will do so, we do know that increases in use of electric and alternatively fueled vehicles will become more common and lead to declining fuel-tax revenue for transportation funding. For more information on WisDOT's budget trends, please see the latest [Transportation Budget Trends Report](#).

However, obtaining sufficient funding to adequately maintain and improve infrastructure across Wisconsin's transportation systems will remain a challenge. This further highlights the importance of sustainable, long-term transportation funding at the federal, state, regional, and local levels to provide the resources to address transportation needs over time.

WisDOT also administers state and federal funds to local units of government through many different programs. Partnering with local governments to inform them about available funding opportunities, equitable access to funding when available, and the means to properly manage funds if awarded has been and will always be vital to appropriately and responsibly using available funding.

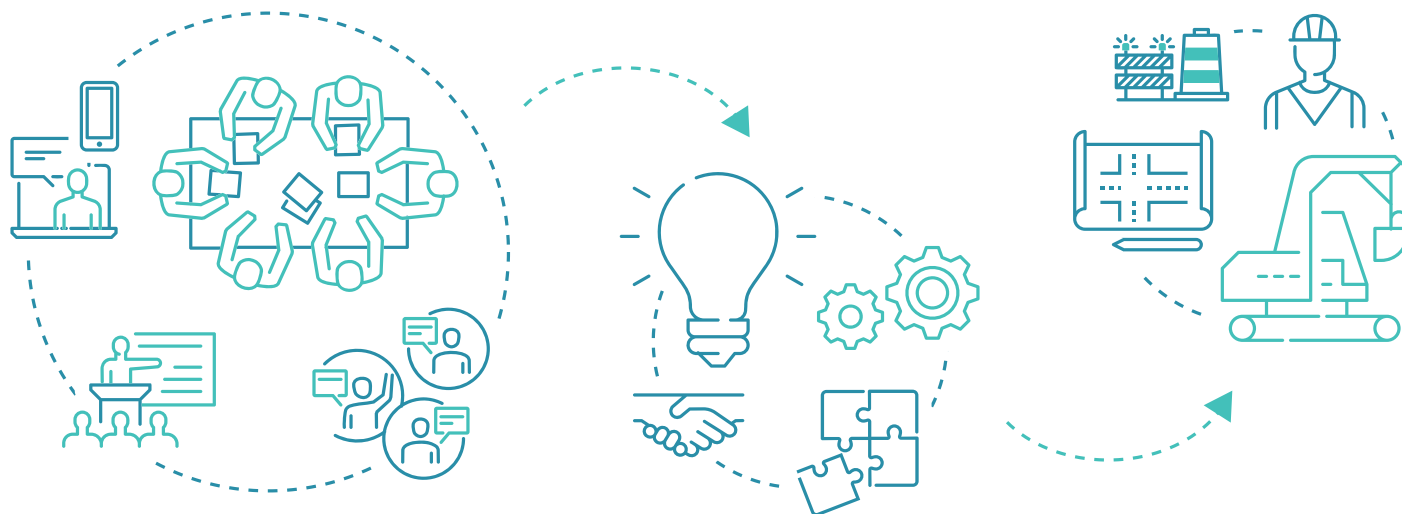
While WisDOT is the primary state agency managing the transportation system, its authority is limited.

For example, WisDOT manages the state, U.S., and Interstate highway systems in Wisconsin, but local authorities control most roadway miles. The state-managed system carries about 60 percent of Wisconsin's traffic but comprises only about 10 percent of total roadway miles.

Effective partnerships (see **Goal 2**) foster relationships, so that all Wisconsinites are working toward a common goal, efficiently managing and maximizing available funding, and practicing prudent stewardship of available resources.



## Goal 2. Focus on partnerships



### Goal 2 Objectives

- 2.a. Ensure the transportation system is developed in a way that addresses the needs of all users.
- 2.b. Ensure inclusivity, equity, access, and safety.
- 2.c. Eliminate and reduce barriers to transportation accessibility.
- 2.d. Ensure the transportation system can adapt to changes over time, such as connected and automated vehicles, use of alternative fuels, telecommuting and other social changes, and needs of an aging population.
- 2.e. Collaborate with partners and stakeholders to identify strategic transportation investment opportunities.
- 2.f. Identify and communicate transportation system needs, priorities, and benefits to maximize transportation investments.
- 2.g. Ensure project considerations include the character and needs of communities.

Effective partners work together to identify common goals. They communicate with each other and help each other when support is needed. Wisconsin will focus on transportation partnerships to coordinate and cooperate toward shared objectives.

As Wisconsin heads into the future, we know that how, when, and why people make trips will change. People will use more connected and automated vehicles; our needs will change as Wisconsin's population ages; telecommuting for work may increase; and alternatively fueled vehicles may become more predominant in society. Fostering partnerships with experts, advocacy groups, agencies, and businesses that have insight into these changes and the ability to share information with users will ensure that strategic investment decisions are made with the best available information and data so that the transportation system will be adaptable to changes over time.

Partnerships throughout the transportation planning and project development process – from the time a transportation need is identified, to the time the solution is funded and constructed – are vital to ensure equity so that all voices and perspectives are heard, and solutions address user needs to the maximum extent practicable. This involves identification of and interaction with stakeholders – or those who have interest in a project.

For example, stakeholder identification for a state highway project in a small Wisconsin downtown may involve residents, businesses, and local units of government. Identifying and working with these groups and others, helps find satisfactory solutions.



Transportation is fundamentally intertwined with the needs of society, linking people to places, services, and products. Transportation partnerships allow us to work together to ensure the transportation system is safe, efficient, and effective for all users – from maintaining a state of good repair on physical infrastructure to eliminating and reducing barriers to transportation accessibility, such as sidewalk gaps and areas without [transit](#) service (see **Goal 4**).

WisDOT works to collaborate with others through committees such as [Wisconsin Automated Vehicle External Advisory Committee \(WAVE\)](#), [Freight Advisory Committee \(FAC\)](#), and [Wisconsin Non-Driver Advisory Committee \(WiNDAC\)](#). These groups include members representing many a wide array of interests, and they provide input and advice about planning priorities, system user needs, implementation policies, strategic investment opportunities, and impacts on the state's transportation system.

## Goal 3. Pursue continuous improvement and expand data-driven decision-making processes



### Goal 3 Objectives

- 3.a. Strategically align resources and emphasize integrating performance-based decision-making throughout the Department.
- 3.b. Use cost-effective techniques to maximize transportation investments.
- 3.c. Continue using performance measures to inform sound investment decisions.
- 3.d. Be agile in adapting to changing data needs over time.
- 3.e. Assess, expand, and improve data collection through technological means by processing, monitoring, using, reporting, and sharing data.

The process to use data for transportation decision-making has been around for decades at the state-level. WisDOT currently uses its [MAPSS Performance Improvement Program](#), combined with [Federal Transportation Performance Measures](#) to set targets and track progress for many different factors. WisDOT also uses [performance based practical design techniques \(PBPD\)](#). PBPD uses performance analysis tools to ensure the development of cost-effective solutions that increase net system benefit of improvement projects.

Data analytics and its use for understanding transportation needs and performance, helps inform decision-making at many levels. For example, data is used as a basis of travel advisories in adverse weather; data is used to determine project scope and prioritize the timing of maintenance and improvement of physical infrastructure; and data helps us understand system use such as annual average daily traffic and the number of passengers on trains, buses and planes.

WisDOT will continue to pursue improvements to data-driven decision-making processes by expanding its use, improving data and processes, and by using performance metrics to achieve goals and maximize transportation investment benefits.

Data-driven decision-making ensures that the transportation system is operated, maintained, and improved in the most efficient and effective way possible, so that the right project is implemented in the right place and at the right time. Using data to inform sound investment decisions is the foundation of prudent

**MAPSS**  
Performance  
Improvement





stewardship and is also known as asset management. The department's asset management approaches use data to inform decision-making to get the most system benefit from transportation investments.

Asset management is more than just financial and performance data analysis; it also relies on models that incorporate material science and asset deterioration information. Asset management is at play when determining project scopes such as crack repair, resurface, reconstruction, or the use of recycled materials.

For state, U.S., and Interstate highways, the department developed a [Transportation Asset Management Plan \(TAMP\)](#), that identifies strategic investment decisions that will preserve and maintain the useful life of transportation assets over time. While the TAMP is highway focused, Wisconsin will seek to integrate the fundamental principles of asset management and data-driven decision-making throughout modal investments over time so that all programs, not just the highway programs, are using strategic data-driven decision-making to inform investment decisions.

When funding transit vehicle replacement WisDOT uses a performance-based approach, considering useful life (age and miles) and operational safety thresholds (vehicle damage that presents a safety hazard) to prioritize funding.

As technology advances, (see **Goal 5**) how we collect, use, manage, and share data will change. Wisconsin must remain ready to adapt to technologies that improve data in a way that can enhance the quality of transportation investment decisions.

## Goal 4. Increase options, connections, and mobility for people and goods



### Goal 4 Objectives

- 4.a. Ensure adequate system mobility to support and enhance Wisconsin's quality of life and economic competitiveness through system reliability, efficiency, and a resilient supply chain.
- 4.b. Enhance transportation equity, access, mobility, and safety.
- 4.c. Facilitate mode choice options that support transit use and active transportation such as bicycling and walking.
- 4.d. Close gaps and create an inter-connected network of transportation facilities to move people and goods safely and efficiently.

Mobility and transportation choices are at the core of an efficient and effective transportation system, which is critical to Wisconsin's economic vitality and quality of life.

Ensuring adequate and reliable mobility, or ability to travel without excessive and unexpected delay, and enhancing transportation choices, or the ways by which people and goods move, provides many benefits for both people and businesses. Benefits include increased access to jobs and wholesale and consumer goods and services; reduced congestion and lower transportation costs from improved system efficiency, and improved efficiency can improve air quality; and increased options for moving goods, agricultural products, and other

freight creates a more resilient supply chain. All these benefits enhance Wisconsin's economic competitiveness and quality of life

Improving connections and closing gaps between modes are critical parts of increasing mobility and equity, creating a network of transportation facilities that are inter-connected and allowing people and goods to move easily from one mode to another. An example of this is the [Milwaukee Intermodal Station](#) which integrates Amtrak, local [transit](#), coach busses, automobiles, [bicycle](#) and [pedestrian](#) facilities, and ridesharing services all in one location. For example, this allows passengers to ride a bicycle to a bus stop in their neighborhood, take the bus and their bike to the Milwaukee Intermodal Station, and jump on a train to Chicago or Minneapolis with their bike. This smooth transfer from mode-to-mode exemplifies Wisconsin's vision for mobility.

A large urban facility, while a good example of enhanced mobility, mode choices and connections, is not possible for many of Wisconsin's more rural and smaller communities. Enhancing mode choices, access, and equity for small and rural communities may include options such as [park-and-ride facilities](#), [increased transit service](#), or improving sidewalk connections within the community. Increasing mobility can also be achieved by reducing congestion. The department will continue to prioritize reducing congestion and emphasize innovative options to do so, such as using flex lanes to accommodate increased traffic during peak hours and



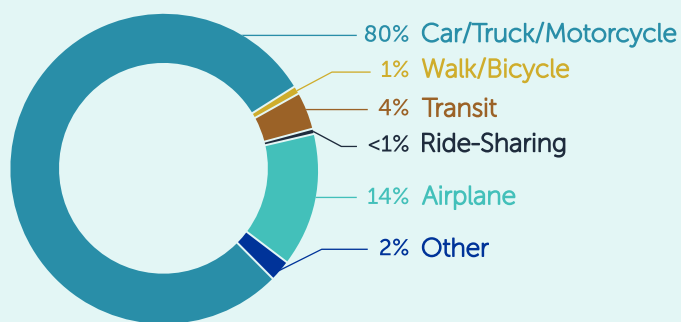
offering viable alternatives to driving that include transit and active transportation options such as bicycling and walking. Increasing system capacity by adding lanes is typically considered when less intensive options are not effective solutions to address a roadway project's purpose and need.

Enhancing mobility and mode choices is not a one-size-fits-all solution – it will vary depending upon local needs.

Consequently, it is important to partner with local communities and organizations to find mobility solutions that will work for the community (see **Goal 2**).

Increasing mode choice options and enhancing mobility in, Wisconsin can reduce travel time and improve transportation equity, access and – in many instances – safety.

### Mode Choice: How We Travel in Wisconsin (2017)



Vehicles including **cars, trucks and motorcycles** comprise about 80 percent of annual person miles of travel in Wisconsin.

**Airplanes**, which cover long distances, account for about 14 percent of total annual person miles of travel.

**Transit** use makes up about 4 percent (rounded), reflecting the limited availability of transit in nonurban areas of the state.

Source: Federal Highway Administration. *National Household Travel Survey*. 2017.

## Goal 5. Maximize technology benefits



### Goal 5 Objectives

- 5.a. Identify opportunities to integrate transportation and technology that will support WisDOT's vision.
- 5.b. Embrace technology and be agile in implementing technology-based solutions to improve all aspects of transportation including materials, safety, resiliency, operations, maintenance, and transportation system impacts on sensitive resources.
- 5.c. Use technology and data to maximize transportation investment benefits.

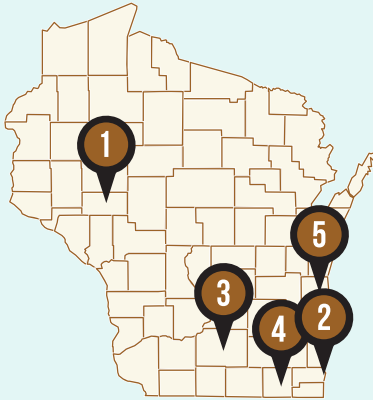
Technological change has occurred rapidly, and that trend is expected to continue from now through 2050. About 30 years ago in the 1990s, the first website was published to the internet, many cars on the road still had carburetors, and cell phones were just beginning to be marketed to the public. Now, cell phones are in the pockets of almost everyone, internet access is deemed a necessity, and new vehicles are controlled by a complex series of computers and sensors.

Sometimes, an identified need will facilitate the search for a technology-based solution. Other times, a new technology will facilitate decisions on how to incorporate it to help improve existing circumstances.

The purpose of this goal is to continue a proactive and agile approach to use new technologies that will provide transportation benefits and increase the cost-effectiveness of transportation solutions.

Connected and automated vehicle (CAV) technology in simple form is expected to make driving safer through functionality such as lane departure assist, adaptive cruise control, blind-spot assistance, and braking assistance, etc. Other CAV technology communicates with infrastructure, other vehicles, pedestrians, bicycles, or other devices equipped with a compatible technology. Many vehicles on the road today have limited connected and automated technology, and research is being done on topics that will instruct broader implementation, including the possibility of fully automated vehicles. CAV technology has the potential to make the transportation system safer by reducing crashes and increasing system efficiency by improving the ability to adjust vehicles speeds to keep traffic flowing better. WisDOT has been, and will continue to implement Intelligent Transportation Systems (ITS) and Automated Traffic Management Systems (ATMS) solutions that help operational efficiency and safety by communicating information to CAV and non-CAV vehicles.

### Connected and Automated Vehicle Test Facilities in Wisconsin



Several Wisconsin organizations and companies are involved in CAV research including the University of Wisconsin-Madison, UW-Milwaukee, MGA Research Corporation, Traffic & Parking Control Co. Inc., the city of Madison, and WisDOT.

- 1 EAU CLAIRE**
  - Chippewa Valley Regional Airport
- 2 RACINE**
  - UW-Madison Extension Racine County
  - City of Racine
  - Gateway Technical College
- 3 MADISON**
  - UW-Madison
  - City of Madison
- 4 BURLINGTON**
  - MGA Research
- 5 ELKHART LAKE**
  - Road America

Source: University of Wisconsin-Madison. Wisconsin Automated Vehicle Proving Grounds website (Accessed July 2020) Retrieved from <https://wiscav.org/>.

WisDOT has established an advisory team of stakeholders, known as the [Wisconsin Automated Vehicle External Advisory Committee \(WAVE\)](#). This committee was created to review CAV issues and provide input and advice to WisDOT on CAV related planning priorities, implementation policies, and transportation system impacts (see **Goal 2**).

Technology has potential to reduce transportation's impact on sensitive resources (see **Goal 8**). Electric and other alternatively fueled vehicles, combined with technologies that improve traffic flow, can reduce emissions, and improve air quality. The use of liquid brine is reducing the use of road salt during the winter months, thereby reducing salt runoff, and providing water quality and many other environmental benefits.

Technology will continue to influence shipping and freight. Examples include safety and regulatory items such as Electronic Logging Devices (ELDs) to ensure truck drivers operate under hours-of-service rules; sonar surveys of inland rivers to ensure channels are of sufficient depth and free of obstructions; and Positive Train Control (PTC) systems that prevent train collisions. WisDOT's use of technology for freight includes Weigh-In-Motion (WIM) systems and infrared cameras (to ensure brake function) at Safety and Weight Enforcement Facilities (SWEFs). Technology is also used to improve efficiency and service, including real-time monitors of intermodal containers that detect location, internal temperature, and security of the door locks. These and other technologies are used to establish performance measures for the transportation providers and are used to generate predictive analytics that identify equipment to be serviced before in-transit failures occur.

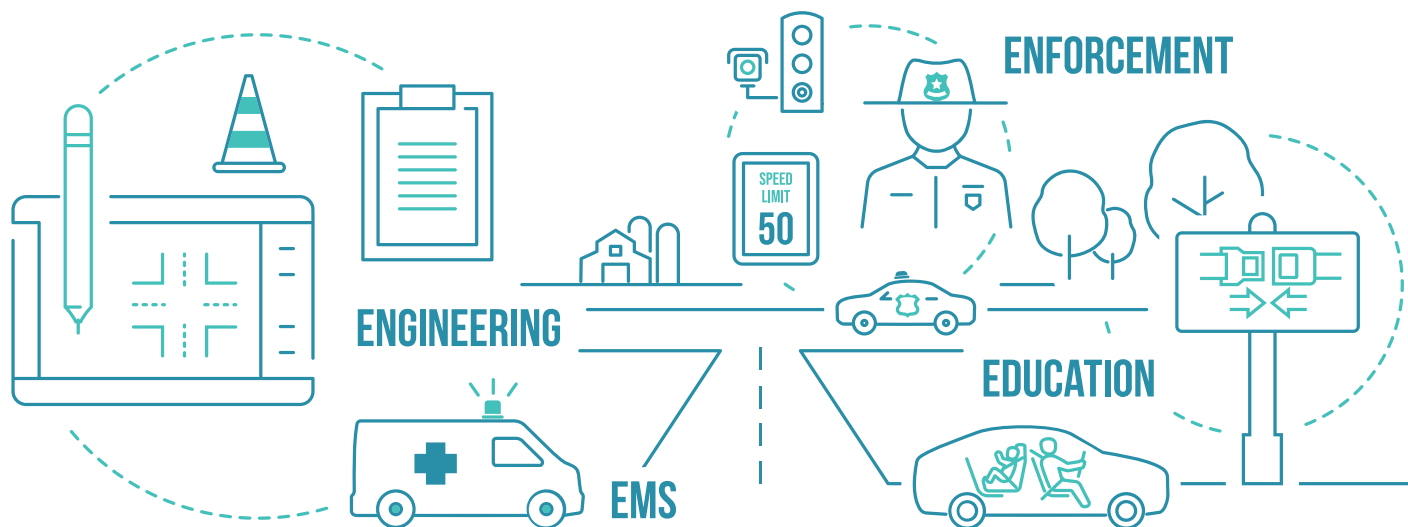
WisDOT regularly engages with the freight community on discussions that include the application of technology to freight transportation. Partnerships such as the [Freight Advisory Committee \(FAC\)](#) and the Motor Carrier Advisory Committee (MCAC) help ensure that technology-based investments are efficiently and appropriately integrated with the freight system (see **Goal 2**).



Technological advances do not just affect cars and infrastructure. Technology-driven transportation advancement occurs in other modes, like shared mobility, or ridesharing such as Uber and Lyft, bike sharing services (i.e., rent a bicycle for a short trip), and micromobility services such as rental scooters (see **Goal 4**). Technology has created opportunities for shared mobility options and has the potential to offer increased transportation choices. Communities will be challenged in the next 30 years to better understand how to integrate technology into local infrastructure as these changes occur.

While technology will play a key role in creating a more safe and efficient system, there are many challenges associated with new technologies such as connected and automated vehicles and related infrastructure technologies, access to technology-based services for people who may not have a cell phone or internet access, and system security and resiliency from cyber-attacks. We do not yet know how all these challenges will be overcome, but we are confident they will be.

## Goal 6. Maximize transportation safety



### Goal 6 Objectives

- 6.a. Develop and maintain a system that is safe and secure.
- 6.b. Strategically align resources to make progress towards the goal of zero fatalities in Wisconsin.
- 6.c. Leverage data and technology to improve safety.
- 6.d. Research and implement innovative safety solutions that involve education, engineering, enforcement, emergency management, and everyone.

WisDOT has always prioritized [transportation safety](#) as a goal. A safe transportation system benefits all of Wisconsin, whether it be by providing safe roadways for [freight movement](#) and vehicular traffic, safe ways for [pedestrians](#) to cross roadways, or safe and secure [airport facilities](#). Safety and security are naturally intertwined; Wisconsin's focus on creating a resilient transportation system (see **Goal 7**) and continuing to improve the ability to prevent, coordinate, respond to, and recover from incidents, will create a system that is safe and secure for all users.

Wisconsin must employ a comprehensive approach to safety for all modes that comprises the following "5 Es":

- **Education** programs such as "Click It or Ticket," "Wisconsin Motorcycle Safety Program," "Safe Routes to School" and "Drive Sober or Get Pulled Over" are critical to emphasizing the importance of safety to all users. WisDOT partners with local governments, federal agencies, stakeholders, and many others to disseminate transportation safety information and spread awareness of how we can all play a part in creating a safer system.
- **Engineering** includes building and re-building facilities to improve safety. This could be as simple as adding a shelter to an existing bus stop, adding lighting or improved signage to a roadway, or as complex as reconstructing a section of roadway to improve sight distance and reduce crashes.
- **Enforcement** is essential for improving transportation safety. Ensuring that traffic laws are being followed is a major component of changing driver behavior to encourage safe practices. For example, the enforcement component of the "Click It or Ticket" program, combined with its educational elements helped Wisconsin reach 89.2 percent safety belt usage in 2020 (*WisDOT MAPSS Performance Improvement Report, October 2020*).



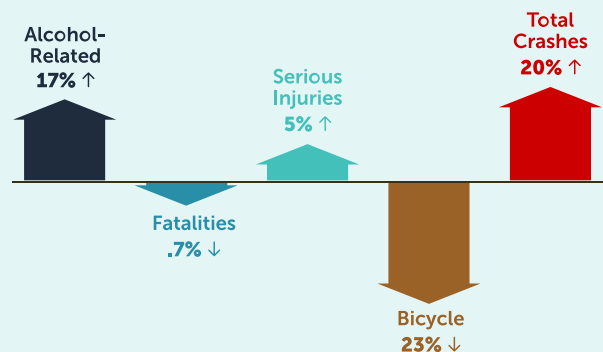
- **Emergency Medical Services (EMS)** involves incident response and ensuring that EMS professionals can arrive at the scene of an incident as quickly as possible to provide life-saving services.
- **Everyone** is responsible for safety.

Implementation of innovative safety measures, using data and technology, and strategically aligning resources are integral to WisDOT's efforts to progress towards its goal of zero transportation fatalities (see **Goal 5**). As an example of Wisconsin's commitment to transportation safety, WisDOT monitors, measures, and reports on safety performance data through [Federal Transportation Performance Measures \(TPM\)](#) and the [MAPSS Performance Improvement Program](#).

WisDOT, in partnership with the Wisconsin Traffic Operations and Safety (TOPS) Laboratory at the University of Wisconsin-Madison created the [WisTransPortal Data Hub](#). The system provides a central source of traffic operations, safety, and intelligent transportation systems (ITS) data. WisTransPortal is an ongoing effort to ensure that WisDOT and its partners have access to current data to align resources and make strategic investment decisions at the state and local levels. The behavioral safety component of WisTransPortal, [Community Maps](#) provides a user-friendly tool with nearly real-time data to identify crash hotspots.

WisDOT's Bureau of Aeronautics administers an initiative called the Airport NextGen Program. The focus of this state funded program is to enhance the safety and efficiency of Wisconsin's air transportation system. The first phase of the program will include obstruction clearing of trees and other vegetation in and around runway approach areas at select airports within the [State Airport System Plan](#). This is being accomplished because obstruction removal is integral to the safe aircraft operation environment and capacity of Wisconsin's airports. This program will allow aircraft operations to take advantage of NextGen aeronautical technology and fully utilize related runway approach and departure infrastructure. Over the next several years, subsequent phases will further enhance the safety of Wisconsin's air transportation system.

### Crash Rates on Wisconsin Public Roads: Trends Between 2015 and 2019

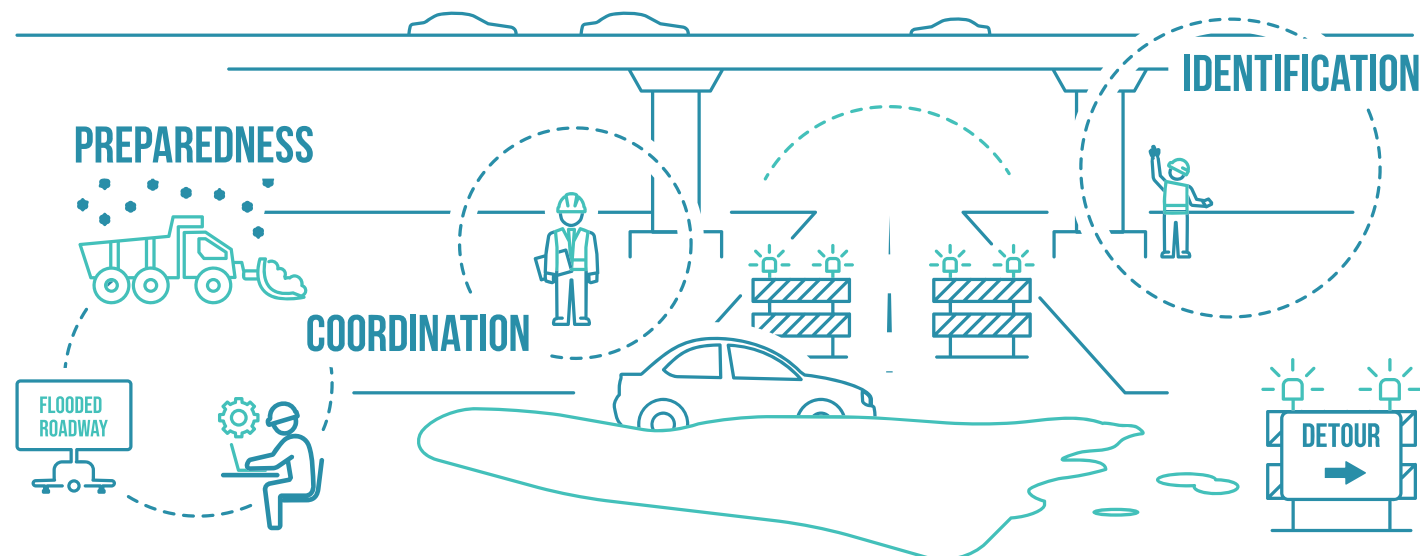


Source: Federal Highway Administration. "Transportation Performance Management State Profile: Wisconsin." June 2020. Retrieved from <https://www.fhwa.dot.gov/tpm/reporting/state/>.

A key component of WisDOT's safety efforts is Wisconsin's [Strategic Highway Safety Plan \(SHSP\)](#), a statewide, comprehensive, and data-driven plan that identifies the leading issue areas, both behavioral and infrastructure related, to improve statewide safety. Infrastructure related safety improvements are identified in the [Highway Safety Improvement Program \(HSIP\)](#) and behavioral related safety improvements are identified in the [Highway Safety Plan \(HSP\)](#).

At the local level, WisDOT works with [Traffic Safety Commissions \(TSCs\)](#) to implement the statewide SHSP (see **Goal 2**). WisDOT strives to provide support to the TSCs through data, countermeasures, and sometimes funding. Required for each county by Wisconsin Statute 83.013, TSCs are critical to addressing safety on Wisconsin's roadways and creating a system that is safe for all users. WisDOT is currently working on a 12-county pilot project with the TSCs to use predictive analytics and Community Maps to identify crash hotspots and develop proactive education, engineering, and enforcement solutions to change driver behavior.

## Goal 7. Maximize transportation system resiliency and reliability



### Goal 7 Objectives

- 7.a. Develop physical and operational systems that are adept at preventing, preparing for, and coordinating responses to any incident, whether natural or the result of human activity.
- 7.b. Emphasize system resiliency to reduce repair costs and improve safety and security.
- 7.c. Identify and assess risk-based solutions for system vulnerabilities.

Resiliency is defined as the ability for the transportation system to continue operating in the face of an obstacle. Reliability is defined as the ability to move people and goods successfully and consistently when impacted by congestion, inclement weather, crashes, etc. Reliability and resiliency typically go hand in hand; if the system is resilient, it will be reliable for users. Resiliency and reliability with respect to transportation infrastructure and services involves a strategic risk-based approach that prioritizes investments to ensure the transportation system is sufficiently prepared to withstand, or operate acceptably, when facing adverse weather events, the effects of climate change, and cyber-security threats.

To enhance the resiliency and reliability of the transportation system, and in accordance with federal requirements, Wisconsin will continue to focus on resiliency with infrastructure assessments, like those in [Facilities Repeatedly Requiring Repair and Reconstruction \(F4R\)](#). This program, required by 23 CFR 667, identifies and conducts evaluations of roadways and bridges that have had catastrophic damage resulting in state emergency declarations on two or more occasions. These efforts identify and consider alternatives that will mitigate, or partially or fully resolve, the root cause of the recurring damage.

In addition to F4R, WisDOT is currently developing a flood-risk assessment tool to identify locations on the state highway system with the highest risk of experiencing flooding or being significantly impacted by flooding. This tool will use data and a risk-based scoring system combined with a project prioritization methodology to identify high-risk flood-prone areas for improvement throughout the state at the 1/4-mile level.



Extreme flooding events impact the highway system by damaging infrastructure such as roads or bridges, thus reducing mobility for people and goods. This tool will enhance WisDOT's ability to implement strategic, cost-effective solutions that will increase the resiliency of the highway system. After successful proof of concept, WisDOT will share its approach to facilitate local application of strategic risk assessment and prioritization.

Moving toward 2050, planning, leveraging technology, and implementing cost effective solutions will play a major role in creating a more resilient and reliable system. To be successful, Wisconsin must remain vigilant in its preparation by ensuring: robust data-driven consideration in the planning, design, and prioritization processes; and responses to incidents such as crashes, flooding, and extreme winter weather are well coordinated and efficiently and effectively implemented.

## Goal 8. Balance transportation needs with those of the natural environment, socioeconomic, historic, and cultural resources



### Goal 8 Objectives

- 8.a. Develop a transportation system that avoids, minimizes, and compensates for environmental impacts.
- 8.b. Prioritize emissions reduction and alternative fuels to improve air quality.
- 8.c. Reduce waste and recycle materials during transportation projects.
- 8.d. Consider cultural, socioeconomic, and historic resources during the project development process.
- 8.e. Foster a safe and environmentally sensitive transportation system.

The natural environment and Wisconsin's cultural resources contribute greatly to our quality of life. The transportation system must be developed and maintained in a way that balances transportation needs with those of the landscapes in which transportation exists. Landscapes include the physical environment such as waterways, forests, and neighborhoods, but also include socioeconomic interests and resources such as access to food, jobs, and healthcare. It is vital that we understand the interests of the public (see **Goal 2**) to successfully balance transportation decisions with other resource interests.

Wisconsin's strong agricultural roots, historic resources (such as historic homes and buildings), and cultural resources such as archaeological sites continue to influence where and how we build our transportation infrastructure. This will continue to the year 2050, and beyond.

Sometimes, transportation projects impact the environment. WisDOT and all involved in the transportation planning process ensure that environmental impacts are avoided whenever possible. When impacts are unavoidable, the goal is to minimize the impacts, and where possible, compensate for the impacts through programs such as Wisconsin's wetland mitigation banking program. The wetland mitigation banking program restored more than 5,800 acres of wetlands since 1993. For more information, please see [WisDOT's Environmental Programs](#) webpage.

As we move toward 2050, we can help reduce transportation's impact on the environment in many ways. For example, alternatively fueled vehicles can greatly reduce emissions and improve air quality along transportation corridors. [Air quality conformity](#) must be planned for and improvements made.

Material recycling during construction projects not only reduces project cost, but also reduces the amount of raw material such as rock or sand that must be extracted from the earth for use as construction materials, (see

**Goal 3**).

Innovative design, construction, and maintenance techniques may reduce physical impacts to landscapes. WisDOT currently strives to reduce roadside mowing and uses native vegetation management practices to reduce overall maintenance costs while providing habitat for native and endangered pollinator species. It is anticipated that technological advancements will help to better evaluate sensitive resources and better identify related transportation impacts (see **Goal 5**). Avoiding and minimizing impacts will help preserve Wisconsin's valued resources.



To help prevent wintertime road and driveway closures, WisDOT works with rural areas and residents to implement **living snow fences**. These "fences" are naturally occurring or strategically planted trees, shrubs and native grasses that trap and control blowing and drifting snow, piling it up before it reaches a road, waterway, farmstead or community.



## Appendix A. Connections 2030 Policy Matrix

The predecessor to Connect 2050, Connections 2030, contained 37 policies which set direction for Wisconsin's transportation system. Connect 2050 is a refinement of Connections 2030; existing policies were analyzed, and public comments were considered, the process of which resulted in Connect 2050's goals and objectives. The matrix below shows the policies from Connections 2030, and which Connect 2050 goal the policies relate to. The linkage between goals and policies may be direct or indirect. A direct linkage is where the Connections 2030 policy is clearly reflected in the Connect 2050 goal and/or its objectives, whereas an indirect link is where the policy is considered a component, factor, or related to the goal or one of its objectives. The matrix below illustrates the relationship, either directly (darker color) or indirectly (lighter color), between the Connections 2030 policies and Connect 2050 goals.

It is WisDOT's goal, as part of a 3C (continuing, cooperative, and comprehensive) planning process, to update modal plans and program guidance to align with the vision, goals, and objectives in Connect 2050. Modal plans and program guidance may carry forward policies from Connections 2030 until the modal plans or guidance is updated. Items that were included in Connections 2030, such as the State Access Management Plan (SAMP) and Corridors 2030 are to remain in effect until superseded.

**Table A-1: Connections 2030 Policies – Connect 2050 Goal Matrix**

KEY	Direct Relationship	Indirect Relationship						
	DR	IDR						
▼ Connections 2030 Policy	Connect 2050 Goal 1: Pursue sustainable long-term transportation funding	Connect 2050 Goal 2: Focus on partnerships	Connect 2050 Goal 3: Pursue continuous improvement and expand data-driven decision-making processes	Connect 2050 Goal 4: Increase options, connections, and mobility for people and goods	Connect 2050 Goal 5: Maximize technology benefits	Connect 2050 Goal 6: Maximize transportation safety	Connect 2050 Goal 7: Maximize transportation system resiliency and reliability	Connect 2050 Goal 8: Balance transportation needs with those of the natural environment, socioeconomic, historic, and cultural resources
Partner with stakeholders to ensure that freight movements are safe and reliable and provide positive environmental and community impacts	DR	DR	IDR	IDR	IDR	DR	DR	DR
Partner with consumers and businesses to increase transportation sustainability	DR	DR	IDR		IDR		IDR	IDR





▼ <b>Connections 2030 Policy</b>	<b>Connect 2050 Goal 1:</b> Pursue sustainable long-term transportation funding	<b>Connect 2050 Goal 2:</b> Focus on partnerships	<b>Connect 2050 Goal 3:</b> Pursue continuous improvement and expand data-driven decision-making processes	<b>Connect 2050 Goal 4:</b> Increase options, connections, and mobility for people and goods	<b>Connect 2050 Goal 5:</b> Maximize technology benefits	<b>Connect 2050 Goal 6:</b> Maximize transportation safety	<b>Connect 2050 Goal 7:</b> Maximize transportation system resiliency and reliability	<b>Connect 2050 Goal 8:</b> Balance transportation needs with those of the natural environment, socioeconomic, historic, and cultural resources
Ensure that freight rail remains a viable transportation mode for Wisconsin shippers	DR	DR	IDR	IDR	IDR		IDR	DR
Improve airport facilities and infrastructure to create more business airplane-capable airports	DR	DR	IDR	DR	IDR		IDR	DR
Maintain and improve waterways critical to Wisconsin's transportation system	DR	DR	IDR	DR	IDR		IDR	DR
Promote Wisconsin tourism through transportation system maintenance and improvements	DR	DR	IDR	IDR	IDR	IDR	IDR	DR
Preserve the local road and bridge system	DR	DR	DR		IDR	IDR	IDR	IDR
Continue and improve the performance of the Major Highway Development Program	DR	DR	DR	IDR	IDR	IDR	IDR	IDR
Provide grant and loan assistance to Wisconsin businesses and communities	DR	DR	IDR					DR
Promote a diverse workforce in Wisconsin's transportation industry by building alliances and business opportunities through civil rights initiatives	DR	DR						



▼ <b>Connections 2030 Policy</b>	<b>Connect 2050 Goal 1:</b> Pursue sustainable long-term transportation funding	<b>Connect 2050 Goal 2:</b> Focus on partnerships	<b>Connect 2050 Goal 3:</b> Pursue continuous improvement and expand data-driven decision-making processes	<b>Connect 2050 Goal 4:</b> Increase options, connections, and mobility for people and goods	<b>Connect 2050 Goal 5:</b> Maximize technology benefits	<b>Connect 2050 Goal 6:</b> Maximize transportation safety	<b>Connect 2050 Goal 7:</b> Maximize transportation system resiliency and reliability	<b>Connect 2050 Goal 8:</b> Balance transportation needs with those of the natural environment, socioeconomic, historic, and cultural resources
Continue a comprehensive approach to integrating transportation and environmental issues	DR	DR	IDR		DR			DR
Preserve and enhance a positive land use/transportation relationship	DR	DR	IDR		DR			DR
Emphasize the preservation of protected resources	DR	DR	IDR		DR			DR
Emphasize air quality improvement	DR	DR	IDR		DR			DR
Continue community sensitive solutions efforts	DR	DR					IDR	DR
Incorporate environmental justice in all planning, programming, and project decisions	DR	DR	IDR	IDR	IDR	IDR	IDR	DR
Modify driver behavior	DR	DR				DR		
Support innovative, comprehensive safety programs	DR	DR	DR			DR		
Improve standards for infrastructure	DR	DR	DR		DR	DR	DR	
Improve emergency response	DR	DR	DR		DR	DR	DR	
Improve emergency response to make the transportation system more resilient	DR	DR	DR		DR	DR	DR	



▼ <b>Connections 2030 Policy</b>	<b>Connect 2050 Goal 1:</b> Pursue sustainable long-term transportation funding	<b>Connect 2050 Goal 2:</b> Focus on partnerships	<b>Connect 2050 Goal 3:</b> Pursue continuous improvement and expand data-driven decision-making processes	<b>Connect 2050 Goal 4:</b> Increase options, connections, and mobility for people and goods	<b>Connect 2050 Goal 5:</b> Maximize technology benefits	<b>Connect 2050 Goal 6:</b> Maximize transportation safety	<b>Connect 2050 Goal 7:</b> Maximize transportation system resiliency and reliability	<b>Connect 2050 Goal 8:</b> Balance transportation needs with those of the natural environment, socioeconomic, historic, and cultural resources
Enhance the security of the transportation system by reducing vulnerability	DR	DR	DR		DR	DR	DR	
Support public, specialized, and human services transit	DR	DR	IDR	DR	IDR			IDR
Support development of fixed-guideway transit services	DR	DR	IDR	DR	IDR			IDR
Increase intercity travel options by improving intercity passenger rail service	DR	DR	IDR	DR	IDR			IDR
Improve intercity bus service and connections	DR	DR	IDR	DR	IDR			IDR
Support bicycle and pedestrian facilities and plans	DR	DR	IDR	DR	IDR			IDR
Encourage transportation demand management strategies	DR	DR	IDR	DR	DR	IDR	DR	IDR
Facilitate intermodal passenger connections	DR	DR	IDR	DR	IDR	IDR	DR	IDR
Advocate for improved air service at Wisconsin airports	DR	DR	IDR	DR	IDR			IDR
Implement cost-effective maintenance activities on Wisconsin's state trunk highway system infrastructure	DR	DR	DR	IDR	DR			IDR



▼ <b>Connections 2030 Policy</b>	<b>Connect 2050 Goal 1:</b> Pursue sustainable long-term transportation funding	<b>Connect 2050 Goal 2:</b> Focus on partnerships	<b>Connect 2050 Goal 3:</b> Pursue continuous improvement and expand data-driven decision-making processes	<b>Connect 2050 Goal 4:</b> Increase options, connections, and mobility for people and goods	<b>Connect 2050 Goal 5:</b> Maximize technology benefits	<b>Connect 2050 Goal 6:</b> Maximize transportation safety	<b>Connect 2050 Goal 7:</b> Maximize transportation system resiliency and reliability	<b>Connect 2050 Goal 8:</b> Balance transportation needs with those of the natural environment, socioeconomic, historic, and cultural resources
Preserve Wisconsin's state trunk highway system infrastructure	DR	DR	DR	IDR	IDR			IDR
Preserve Wisconsin's airport system infrastructure	DR	DR	DR	IDR	IDR			IDR
Improve the reliability and efficiency of state trunk highway system operations	DR	DR	DR	IDR	DR	IDR	DR	IDR
Actively manage the daily operation of the state trunk highway network via the State Traffic Operations Center and other technology systems	DR	DR	DR	IDR	DR	DR	IDR	IDR
Optimize traffic movement on the state trunk highway system by utilizing tools to improve existing capacity and, where necessary, adding capacity	DR	DR	DR	IDR	DR	IDR	IDR	IDR
Manage access on Wisconsin's state trunk highway system	DR	DR	DR	DR	IDR	IDR		IDR



## Appendix B. Plan Updates

Connect 2050, as part of the vision plan concept, relies upon other major plans to incorporate its vision, goals, and objectives. Aligning these plans will provide consistency in WisDOT's planning efforts and ensure that the transportation system is being developed and maintained in a consistent manner.

Below is a table that identifies these plans and when they are scheduled to be updated, which will align them with Connect 2050.

**Table B-1: Plan Schedules**

▼ Plan Name	Adopted Date	Update Frequency	Next Major Action
Connect 2050	Under development	No required frequency, most states update every 5-7 years	Anticipated completion late 2021
Wisconsin Rail Plan 2050	Under development	5 years	Anticipated completion 2022
State Highway-Rail Grade Crossing Action Plan (SAP)	Under development	No required update frequency	Anticipated completion 2022
State Freight Plan	March 19, 2018 (appendices November 2020)	5 years	December 2022
Wisconsin Pedestrian Policy Plan 2020	March 2002	No required update frequency, most states update every 5-7 years	2022
Wisconsin Bicycle Transportation Plan 2030	December 1998	No required update frequency, most states update every 5-7 years	2022
Wisconsin State Airport System Plan 2030	February 19, 2015	No required frequency, most states update every 10 years	2025
Transportation Asset Management Plan 2020-2029	September 3, 2019	4 years	October 25, 2022
Wisconsin Strategic Highway Safety Plan 2017 – 2020	November 7, 2017	4 years	2021
Highway Safety Plan (HSP)	July 1, 2021	Annually	July 1, 2022
ADA Transition Plan 2021 Update	December 1, 2021	Annually	October 2022

Table produced December 2021



## Appendix C. System Plan Environmental Evaluation Determination

Trans 400.07(2)(b)2 of the Wisconsin Administrative Code indicates a System Plan Environmental Evaluation (SEE) may be prepared in the case of proposals contained in system plans, if it is concluded they are major and significant new proposals. If it is concluded from an analysis of the system plan that it does not contain any major and significant new proposals, a clear statement of that determination may be incorporated within the system plan or as a separately identifiable and retained record of the department's determination. The purpose of this memorandum is to serve as the Department's statement of determination that Connect 2050 does not meet the statutory requirement in Trans 400.07(2)(b)2 for development of a SEE.

### C.1 DOES THIS PROPOSED PLAN CONSTITUTE A "STATEWIDE SYSTEM PLAN"?

Trans 400.04(28) defines a "system-plan" as "a plan which identifies transportation facility or service needs for a statewide system. The needs are identified conceptually without addressing specific design and locational details."

*No. Connect 2050 is a visionary plan for Wisconsin and does not identify transportation facility or service needs. The goals and objectives in Connect 2050 will guide policies and actions in other statewide system plans, which could identify specific facility and service needs, and may require a SEE.*

### C.2 DOES THIS PLAN INCLUDE MAJOR AND SIGNIFICANT NEW PROPOSALS?

Trans 400.04(19) defines a "major and significant new proposal" as "a new proposal developed by the department which, if legislatively authorized and funded, may significantly affect the quality of the human environment and represents a significant departure from, or expansion of, the department's existing responsibilities by substantially expanding or reducing total resources allocated to any existing programs."

*No. Connect 2050 identifies the direction we will follow when developing and maintaining the transportation system through 2050. Connect 2050 establishes goals and objectives that over the life of the plan, will guide and support development of an integrated, efficient, and safe multimodal transportation system. The plan does not include any policies or actions that can be directly funded, which may significantly affect the quality of the human environment and represent a significant departure from, or expansion of, the department's existing responsibilities by substantially expanding or reducing total resources allocated to any existing programs.*

**It is therefore determined that Connect 2050 does not meet the requirements in Trans 400.07(2)(b)2 for a SEE.**

Approved by:

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**Chuck Wade**  
Director, Bureau of Planning and Economic Development

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**Date**

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**Scott Lawry**  
Director, Bureau of Technical Services

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**Date**





## Appendix D. System Performance Report

### D.1 TRANSPORTATION PERFORMANCE MANAGEMENT

In 2012, the Federal Highway Administration (FHWA) established Transportation Performance Measures (TPM) requirements for states and metropolitan planning organizations (MPOs). This began with the "Moving Ahead for Progress in the 21st Century Act" or MAP-21 and continued with the "Fixing America's Surface Transportation Act" or "FAST" Act.

MAP-21 and the FAST Act require the states and MPOs to create a performance-based planning and project selection process, known as Transportation Performance Management (TPM). The Federal Highway Administration (FHWA) defines Transportation Performance Management as "a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals." In short, Transportation Performance Management is systematically applied, a regular ongoing process, provides key information to help decision makers allowing them to understand the consequences of investment decisions across transportation assets or modes, improves communications between decision makers, stakeholders and the traveling public, and ensures targets and measures are developed in cooperative partnerships and based on data and objective information.

In March 2016, FHWA finalized TPM rules for safety: Performance Measure 1, commonly referred to as PM1. In 2017, they finalized the TPM rules for system performance infrastructure condition, including bridges and pavement: Performance Measure 2, commonly referred to as PM2, and final rules for freight movement, congestion mitigation and air quality; and Performance Measure 3, commonly referred to as PM3.

Transit Asset Management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation. In accordance with 49 CFR 625 and 630 for Transit Asset Management (TAM), WisDOT is the TAM sponsor for all Section 5311 Formula Grants for Rural Areas, Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities, and some Section 5307 Formula Grants for Urbanized Areas sub-recipients. Accordingly, 5311 and 5310 subrecipients must opt in to the WisDOT group TAM plan or may opt-in to another agency's group TAM plan if they choose. The TAM plan includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments. All subrecipients included in the WisDOT TAM plan are required to submit an updated asset inventory to WisDOT on an annual basis, as well as a four-year capital replacement schedule. To see WisDOT's latest TAM targets, and targets for transit providers who have opted into the state plan, please see the [National Transit Database \(NTD\)](#). To see TAM targets for transit providers that have not opted in to the state plan or are required to set their own targets, please contact your transit agency for more information. 49 CFR 673 requires recipients of federal funding through Section 5307 to develop and certify a Public Transportation Agency Safety Plan (PTASP). Under Part 673, FTA exempted recipients who receive only Section 5310 or 5311 funds from PTASP requirements. To comply with state requirements under Part 673, the WisDOT Transit Section has partnered with local transit providers and other interested stakeholders to develop an PTASP template for affected agencies to review, adapt, and adopt before the compliance deadline. WisDOT does not have a role in overseeing compliance with completed PTASPs, but Transit Section staff continue to deliver as-needed technical assistance to bus transit providers as indicated throughout this document. PTASP targets, if applicable, can either be viewed in the MPOs Transportation Improvement Program (TIP) or by contacting your transit agency.

23 CFR §450.216(f) requires the statewide long-range transportation plan to include a system performance report, which "evaluates the condition and performance of the transportation system with respect to the performance targets described in §450.206(c), including progress achieved by the MPO(s) in meeting the performance targets in



comparison with system performance recorded in previous reports.” It is the intent of this appendix to Connect 2050, Wisconsin’s statewide long-range transportation plan, to satisfy this requirement. WisDOT’s most up-to-date federal performance measure information can be found on the [Federal Transportation Performance Measures webpage](#).

The Southeast Wisconsin Regional Planning Commission (SEWRPC) acting as the MPO for the Milwaukee urbanized area has adopted their own performance targets for PM1, PM2, and PM3. For more information, please see SEWRPC’s current [Transportation Improvement Program](#). While Wisconsin’s 13 other MPOs have adopted the targets for PM1, PM2, and PM3 identified in this appendix, the MPOs are monitoring performance data for their planning area. WisDOT shares performance data for each metropolitan planning area with the MPOs annually.

**Table D-1: Federal Performance Measures**

Rulemaking	23 CFR 490 Section	Final Performance Measures	Measure Applicability
<b>PM1: Safety</b>	<a href="#">490.207(a)(1)</a>	Number of fatalities	All public roads
	<a href="#">490.207(a)(2)</a>	Rate of fatalities	All public roads
	<a href="#">490.207(a)(3)</a>	Number of serious injuries	All public roads
	<a href="#">490.207(a)(4)</a>	Rate of serious injuries	All public roads
	<a href="#">490.207(a)(5)</a>	Number of nonmotorized fatalities and nonmotorized serious injuries	All public roads
<b>PM2: Infrastructure</b>	<a href="#">490.307(a)(1)</a>	Percentage of pavements of the Interstate System in Good condition	The Interstate System
	<a href="#">490.307(a)(2)</a>	Percentage of pavements of the Interstate System in Poor condition	The Interstate System
	<a href="#">490.307(a)(3)</a>	Percentage of pavements of the non-Interstate NHS in Good condition	The non-Interstate NHS
	<a href="#">490.307(a)(4)</a>	Percentage of pavements of the non-Interstate NHS in Poor condition	The non-Interstate NHS
	<a href="#">490.407(c)(1)</a>	Percentage of NHS bridges classified as in Good condition	NHS
	<a href="#">490.407(c)(2)</a>	Percentage of NHS bridges classified as in Poor condition	NHS
<b>PM3: System Performance</b>	<a href="#">490.507(a)(1)</a>	Percent of the person-miles traveled on the Interstate that are reliable	The Interstate System
	<a href="#">490.507(a)(2)</a>	Percent of the person-miles traveled on the non-Interstate NHS that are reliable	The non-Interstate NHS
	<a href="#">490.607</a>	Truck Travel Time Reliability (TTTR) Index	The Interstate System
	<a href="#">490.707(a)</a>	Annual Hours of Peak Hour Excessive Delay Per Capita	The NHS in urbanized areas with a population over 1 million for the first performance period and in urbanized areas with a population over 200,000 for the second and all other performance periods that are also in nonattainment or maintenance areas for ozone (O <sub>3</sub> ), carbon monoxide (CO), or particulate matter (PM <sub>10</sub> and PM <sub>2.5</sub> )



Rulemaking	23 CFR 490 Section	Final Performance Measures	Measure Applicability
	<a href="#">490.707(b)</a>	Percent of Non-SOV travel	The NHS in urbanized areas with a population over 1 million for the first performance period and in urbanized areas with a population over 200,000 for the second and all other performance periods that are also in nonattainment or maintenance areas for ozone (O <sub>3</sub> ), carbon monoxide (CO), or particulate matter (PM <sub>10</sub> and PM <sub>2.5</sub> )
	<a href="#">490.807</a>	Total Emissions Reduction	All projects financed with funds from the 23 USC 149 CMAQ program apportioned to State DOTs in areas designated as nonattainment or maintenance for ozone (O <sub>3</sub> ), carbon monoxide (CO), or particulate matter (PM <sub>10</sub> and PM <sub>2.5</sub> )



## D.2 PERFORMANCE MEASURE 1

On April 14, 2016, the Federal Highway Administration (FHWA) set the final rule for safety performance measures. This rule required state DOTs to set annual safety performance targets via the Highway Safety Improvement Program (HSIP).

In addition to annually reporting on FHWA's required measures, Wisconsin has tracked and reported safety measures through our MAPSS Performance Improvement Program since 2012. We believe any preventable death on Wisconsin's roadways is one too many. For more information on MAPSS, please see [WisDOT's MAPSS Performance Improvement Program webpage](#).

### D.2.1 GOAL

Reduce traffic fatalities and serious injuries.

### D.2.2 TARGETS

Learn more about state safety performance targets on FHWA's Safety Performance Management site.

#### How are Targets Set?

Five year rolling averages are used to calculate targets for each of the safety measures. PM1 establishes how FHWA will assess whether state DOTs have met or made progress on their safety targets.

### D.2.3 REPORTING FREQUENCY

Safety targets are reported in the HSIP report on August 31 of each year.

### D.2.4 PROGRESS

View prior year's results on [FHWA's Transportation Performance Management \(TPM\) dashboard](#).

**Table D-2: Performance Measure 1: Safety**

Performance Measure	2016	2017	2018	2019	2020	2021	Trend	2019 Target Met?
<b>Number of Fatalities</b>	<b>567.4</b>	<b>567.0</b>	<b>576.0</b>	<b>587.8</b>				
Target			556.1	555.7	564.7	576.0	Increasing	No
<b>Fatality Rate (per 100 million VMT)</b>	<b>0.930</b>	<b>0.910</b>	<b>0.906</b>	<b>0.908</b>				
Target			0.917	0.915	0.888	0.890	Decreasing	Yes
<b>Number of Serious Injuries</b>	<b>3,183.0</b>	<b>3,120.8</b>	<b>3,060.0</b>	<b>3,050.4</b>				
Target			3,023.9	2,967.6	2,907.0	2,897.9	Decreasing	No
<b>Serious Injury Rate (per 100 million VMT)</b>	<b>5.234</b>	<b>5.024</b>	<b>4.824</b>	<b>4.718</b>				
Target			4.997	4.785	4.585	4.482	Decreasing	Yes



Performance Measure	2016	2017	2018	2019	2020	2021	Trend	2019 Target Met?
<b>Number of Nonmotorized Fatalities and Serious Injuries</b>	<b>361.4</b>	<b>359.6</b>	<b>362.8</b>	<b>368.6</b>				
Target			343.3	342.0	344.7	350.2	Increasing	No

Note: the values in this table are based on a 5-year rolling average, as required for performance reporting and target setting by the Federal Highway Administration.

### D.3 PERFORMANCE MEASURE 2: INFRASTRUCTURE CONDITION

On Feb. 17, 2017, FHWA set the final rule for infrastructure performance measures. This rule required state DOTs to establish performance measures consisting of four pavement measures and two bridge measures.

Poor pavement condition can result in increased wear on vehicles, increased fuel consumption costs and rough rides for travelers. Pavement measures report the conditions of highways in the National Highway System (NHS) as either good or poor based on the International Roughness Index (IRI). It also includes ratings for faulting, cracking, and rutting.

Because bridges are critical links in the transportation system, Wisconsin gives the highest highway funding priority to bridge projects. Bridge measures report on the conditions of the deck area, superstructure, substructure, and culvert. They are classified as good or poor based on National Bridge Inventory (NBI) ratings. Wisconsin has 14,198 total bridges; 8,889 are locally owned and 5,309 are state owned as defined by FHWA as having a span length greater than 20 feet.

In addition to annually reporting on FHWA's required measures, Wisconsin tracks infrastructure performance through our MAPSS (Mobility Accountability Preservation Safety Service) Performance Improvement Program. WisDOT measures and reports the percentage of our backbone and non-backbone highway pavement rated fair or above using the Pavement Condition Index (PCI).

Wisconsin's MAPSS program also measures and reports on state bridge conditions. We have a rigorous bridge asset management process to maintain bridges in service, which includes routine maintenance and repair, rehabilitation of key components, and bridge replacement. Wisconsin gives the highest priority to bridge projects in its overall asset management strategies. Local authorities are responsible for maintaining their bridges, and the department is responsible for ensuring they follow the proper procedures for operating and determining the safe carrying capacity of these bridges. For more information on MAPSS, please see [WisDOT's MAPSS Performance Improvement Program webpage](#).

#### D.3.1 GOAL

Improve the National Highway System (NHS) infrastructure of interstate pavement and both interstate and non-interstate bridge condition.

#### D.3.2 TARGETS

Targets were established based upon review of historical data and projecting the trend forward using this data.



## How are Targets Set?

Good is defined as “no major investment is needed” and poor is “reconstruction investment is needed.” Two-year and four-year targets for each measure were established on May 20, 2018. WisDOT and other state DOTs can adjust their targets during the mid-performance period, which occurs on Oct. 1, 2020.

### D.3.3 REPORTING FREQUENCY

Data is reported to FHWA annually in October.

Wisconsin drives and inspects pavement annually and performs bi-yearly safety inspections and condition assessments of bridges. This is the designated frequency in National Bridge Inspection Standards (NBIS). Through these inspections, condition rating data is collected for the deck, superstructure, and substructure with an overall rating of good, fair, or poor condition.

### D.3.4 PROGRESS

The first reporting for these metrics was sent to FHWA on Oct. 1, 2018. View prior year's results on [FHWA's Transportation Performance Management \(TPM\) State Highway Infrastructure dashboard](#).

**Table D-3: Performance Measure 2: Infrastructure**

Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	Trend	Target Met?	4-Year Target
Interstate Pavement in Good Condition	n/a	67.5%	n/a	n/a	n/a	45%
Interstate Pavement in Poor Condition	n/a	0.3%	n/a	n/a	n/a	5%
Non-Interstate National Highway System (NHS) Pavement in Good Condition	39.7%	40.1%	20%	Increasing	<b>Yes</b>	20%
Non-Interstate National Highway System (NHS) Pavement in Poor Condition	18.8%	17.1%	12%	Decreasing	<b>Yes</b>	12%
National Highway System (NHS) Bridges in Good Condition	56.2%	53.2%	50%	Decreasing	<b>Yes</b>	50%
National Highway System (NHS) Bridges in Poor Condition	1.8%	1.7%	3%	Decreasing	<b>Yes</b>	3%





## **D.4 PERFORMANCE MEASURE 3: SYSTEM PERFORMANCE**

On Feb. 17, 2017, the Federal Highway Administration (FHWA) enacted its final rule requiring states to establish targets for six system performance measures intended to assess performance of the National Highway System, freight movement on the Interstate System and the Congestion Mitigation and Air Quality (CMAQ) Improvement Program.

This information enables people to estimate travel times so they can avoid delays such as arriving to work late and get where they need to go as effectively and efficiently as possible.

For more information regarding CMAQ, visit the [Southeastern Wisconsin Regional Planning Commission's website](#) and read more about our MPO's [congestion management process in Southeastern Wisconsin](#).

### **D.4.1 GOAL**

Assess and improve performance of the Interstate and non-Interstate National Highway System (NHS) for the purpose of carrying out the National Highway Performance Program (NHPP); to assess and improve freight movement on the Interstate System; and to assess and improve traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ Program.

### **D.4.2 TARGETS**

On May 18, 2018, in coordination with Wisconsin Metropolitan Planning Organizations, WisDOT established two and four-year targets for the six system performance measures. WisDOT and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) collectively agreed to unified targets for the Peak Hour Excessive Delay (PHED) measure and the Non-Single Occupancy Vehicles (Non-SOV) measure for the Milwaukee urbanized area. As the Minneapolis-St. Paul urbanized area extends into Wisconsin, WisDOT also collaborated with the Metropolitan Council, the Minneapolis-St. Paul MPO, and Minnesota Department of Transportation to establish joint PHED and Non-SOV measures for the Minneapolis-St. Paul urbanized area.

#### **How are Targets Set?**

Two travel time reliability measures are a measurement of travel time reliability for interstate and non-interstate highways on the National Highway System (NHS). Level of Travel Time Reliability (LOTTR) is the ratio of longer travel time to a normal travel time using data from FHWA's National Performance Management Research Data Set (NPMRDS) or an equivalent data source.

There are three Congestion Mitigation and Air Quality Improvement (CMAQ) measures. They are applicable to states and metropolitan areas that are part of a nonattainment or maintenance area for ozone, particulate matter, or carbon monoxide. The intent is to find transportation projects that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in those areas.

### **D.4.3 REPORTING FREQUENCY**

Reliability measures established two and four-year targets for the Interstate, and a four-year target for non-Interstate NHS. The congestion measures' performance period began on Jan. 1, 2018, and it ends Dec. 31, 2021. Two- and four-year targets have been set.

### **D.4.4 PROGRESS**

View prior year's results on [FHWA's Transportation Performance Management \(TPM\) dashboard](#).

**Table D-4: Performance Measure 3: System Performance**

<b>Performance Measures</b>	<b>Baseline</b>	<b>2-Year Condition/ Performance</b>	<b>2-Year Target</b>	<b>Trend</b>	<b>Target Met?</b>	<b>4-Year Target</b>
Interstate Highway Reliable Person-Miles Traveled	97.9%	94.9%	94.0%	Decreasing	<b>Yes</b>	90.0%
Non-Interstate National Highway System (NHS) Reliable Person-Miles Traveled	n/a	91.2%	n/a	n/a	n/a	86.0%
Interstate Highway Truck Travel Time Reliability (TTTR) Index	1.16	1.25	1.40	Decreasing	<b>Yes</b>	1.60
Annual Hours of Peak-Hour Excessive Delay (PHED) Per Capita: Milwaukee Urbanized Area	n/a	6.9%	n/a	n/a	n/a	8.6%
Annual Hours of Peak-Hour Excessive Delay (PHED) Per Capita: Minneapolis-St. Paul-WI Urbanized Area	n/a	8.5%	n/a	n/a	n/a	8.5%
Non-Single Occupancy Vehicle (Non-SOV) Travel: Milwaukee Urbanized Area	20.3%	20.0%	20.2%	Decreasing	<b>No</b>	20.1%
Non-Single Occupancy Vehicle (Non-SOV) Travel: Minneapolis-St. Paul-WI Urbanized Area	23.2%	23.9%	25.0%	Increasing	<b>No</b>	25.0%
Total Emissions Reduction through CMAQ Projects: PM2.5	5.287	9.075	9.043	Increasing	<b>Yes</b>	13.820
Total Emissions Reduction through CMAQ Projects: NOx	89.747	89.711	90.354	Decreasing	<b>No</b>	150.388
Total Emissions Reduction through CMAQ Projects: VOC	41.754	21.176	12.154	Decreasing	<b>Yes</b>	30.123
Total Emissions Reduction through CMAQ Projects: PM10	n/a	n/a	n/a	n/a	n/a	n/a
Total Emissions Reduction through CMAQ Projects: CO	n/a	n/a	n/a	n/a	n/a	n/a



## Appendix E. Public Involvement Summary

### E.1 INTRODUCTION

The Wisconsin Department of Transportation (WisDOT) is updating its statewide, long-range, multimodal transportation plan – this year called Connect 2050 – with a fresh vision and renewed goals. This long-range plan will guide WisDOT's decision-making about changes to and investments in our statewide system for the next 30 years.

A crucial part of the long-range transportation planning process is public involvement. This document first summarizes the engagement strategies used to support the Pre-Draft Plan phase for Connect 2050, and then provides a summary of the topics and themes that emerged from the comments submitted by the public to WisDOT.

The public engagement strategies for the Pre-Draft Plan phase were conducted in accordance with the Connect 2050 Public Involvement Plan (PIP), approved by WisDOT in February 2020. The PIP outlines a comprehensive public involvement process that helps ensure Connect 2050 and its related transportation system decisions incorporate input from Wisconsin's residents, businesses, and other transportation system users.

[Click here to view the Connect 2050 PIP.](#)

The Connect 2050 public involvement process that the PIP originally outlined has been updated to reflect the impacts of the COVID-19 pandemic. During the Pre-Draft Plan phase, all engagement was conducted virtually, and all in-person engagements were cancelled in accordance with state and local public health guidelines for group gatherings during this pandemic.

WisDOT kicked off outreach for the Pre-Draft Plan phase in July 2020. As of the close of 2020, engagement efforts generated 2,231 survey responses, 4,668 unique users of the website, 755 unique users of the virtual open house, 5,141 social media link clicks, and 480 views of the webinars. This engagement resulted in 2,463 comments representing all counties of the state. This public input is being reviewed and considered as WisDOT develops the Connect 2050 draft plan and prepares for the next round of engagement.

### E.2 ENGAGEMENT STRATEGIES AND RESULTS

**Table E-1** shows the key public involvement activities undertaken during the Pre-Draft Plan phase for the Connect 2050 plan. During this phase, WisDOT launched a dedicated Connect 2050 website, administered an online survey, developed an online public comment form, hosted a virtual open house, engaged the public on several social media platforms, and conducted stakeholder webinars. These engagement efforts resulted in 2,463 comments, with at least two comments from every county of the state. The following subsections describe the engagement strategies used during the Pre-Draft Plan phase.

**Table E-1: Key Engagement Strategies**

Strategy	Date	Engagement Highlight
Online Survey	July 30, 2020 – October 31, 2020	2,231 responses, 2,219 comments
Social Media	July 30, 2020 – November 9, 2020	54 posts, 295,146 reached, 5,141 clicks, 169 comments
Connect 2050 Website	Launched August 7, 2020	6,197 pageviews; 4,668 unique users
Online Comment Form	Launched August 10, 2020	75 comments
Public Comment Dashboard	Launched October 8, 2020	1,852 pageviews
Stakeholder Toolkit	Launched October 8, 2020	Allowed stakeholders to download plan materials to share with their members
Virtual Open House	Launched October 8, 2020	956 pageviews; 755 unique users
Stakeholder Webinars	Live events on October 12, 15 and 16, 2020	480 views through December 2020
Total Comments (all platforms)	July 30, 2020 – December 31, 2020	2,463 comments

*Note: Reported engagement (comments, views, etc.) totals presented from July 30, 2020, to Dec. 31, 2020*

## E.2.1 ONLINE SURVEY

WisDOT conducted an online survey from July 30, 2020, through Oct. 31, 2020, to gather input from the public and stakeholders on Wisconsin's transportation priorities. The survey was used as a public involvement tool to obtain input from Wisconsinites on their transportation priorities and was not designed to be statistically significant. The survey was advertised on social media, distributed to the plan's stakeholder database via email, and accessible from the Connect 2050 website.

### Survey Questions

The survey asked respondents to allocate a \$100 budget between five planning focus areas shown in **Table E-2**.

**Table E-2: Survey Budgeting Exercise**

## Prioritize Transportation Planning Focus for Wisconsin

What do you think should be a priority during the planning process? For this activity, you have \$100 that you can allocate between the six focus areas below. Use the sliders to spend funds however you prefer – the more money in an area indicates it is a higher priority for you. **Keep in mind that your budget is \$100**, and you cannot submit your response if you are over or under budget.

	Distribute your funds
<b>Economic Vitality:</b> Maintain and improve the state's transportation system so it is responsive to global and regional economic needs and changing conditions.	<input type="text"/>
<b>Safety and Security:</b> Create a system that is safe for all users, and flexible in preventing, preparing for, and coordinating responses to any incident whether natural or man-made.	<input type="text"/>
<b>Quality of Life and Natural Environment:</b> Implement and manage a system that balances transportation needs with the natural environment and resource conservation.	<input type="text"/>
<b>System Integration and Connectivity:</b> Bring modes of transportation together to provide a properly integrated system.	<input type="text"/>
<b>System Management:</b> Utilize cost-effective preservation and maintenance techniques to maximize transportation investments.	<input type="text"/>

You are under budget by:



Then, survey respondents were asked to select their top planning focus area and rank topics pertaining to that focus area. Respondents were able to complete the survey at this point or they could select additional planning focus areas and rank priorities for more topics. In addition, the survey provided open-ended comment boxes under each planning focus area. This resulted in 2,219 comments related to the planning topics. Also, respondents could voluntarily provide race/ethnicity, gender, age, and zip code as part of the survey. See **Attachment E-1** for survey questions and summary factsheet.

## Survey Respondents

In total, the survey generated a total of 2,231 responses. The responses included broad and diverse opinions from people throughout Wisconsin. All comments were considered during the Connect 2050 planning process. Please note that survey responses were voluntary and are not a representative sample of Wisconsin's population.

As shown in **Table E-3**, the highest percentage of survey responses came from WisDOT's Southwest Region (27.9 percent), WisDOT's Southeast Region (19.3 percent) and WisDOT's Northwest Region (18.4 percent), however, all regions are represented in the survey. Survey responses were also categorized into urban and rural areas. The 23 urban counties in the state accounted for 65.6 percent of the responses and the 46 rural counties accounted for 34.4 percent of the responses.

As shown in **Table E-3**, 50.4 percent of survey respondents identified themselves as male and 32.8 percent identified as female. Most respondents identified themselves as White (76.6 percent) and 4.2 percent of respondents identified as either *Hispanic/Latino, Asian, Black or African American, or American Indian or Alaska Native*.

As shown in **Table E-4**, the survey generated responses from a wide range of age groups with the largest number of respondents spanning from 25 to 74 years-of-age. Combined, people aged 25 to 64 accounted for 75.4 percent of respondents. The 65 and older age group accounted for 12.8 percent of the survey responses for the state. The Northwest region had the highest share of respondents 65 and over (18.0 percent), twice as high as the Southeast Region at 9.0 percent. Statewide, the 25-44 age group accounted for 38 percent of respondents and the 45-64 age group accounted for 37.4 percent of respondents.



**Table E-3: Survey Respondent Summary by Region**

Geography	Total	Geography	Urban	Rural	Male	Female	Percent Minority
Wisconsin	2,231	90.5%	65.6%	34.4%	50.4%	32.9%	4.2%
Northwest Region	411	18.4%	52.3%	47.7%	48.7%	38.4%	2.9%
North Central Region	248	11.2%	22.6%	77.4%	52.8%	34.7%	3.2%
Northeast Region	306	13.7%	85.3%	14.7%	49.3%	36.9%	4.2%
Southeast Region	431	19.3%	97.7%	2.3%	58.2%	31.8%	5.6%
Southwest Region	623	27.9%	81.9%	18.1%	54.6%	32.7%	5.1%

Note: 9.5% of respondents did not provide their location, so their region cannot be presented. These data are not presented in this table as respondents who did not provide their location were also more likely to omit demographic identification.

**Table E-4: Respondent Age Groups by Region**

Geography	24 and Younger	25-44	45-64	65+	Not Provided
Wisconsin	5.1%	38.0%	37.4%	12.8%	6.8%
Northwest Region	4.6%	33.1%	42.8%	18.0%	1.5%
North Central Region	4.0%	37.5%	38.7%	16.9%	2.8%
Northeast Region	5.9%	38.9%	39.2%	14.7%	1.3%
Southeast Region	4.9%	46.6%	38.3%	9.0%	1.2%
Southwest Region	6.1%	42.4%	38.4%	10.9%	2.2%

Note: 9.5% of respondents did not provide their location, so their region cannot be presented. These data are not presented in this table as respondents who did not provide their location were also more likely to omit demographic identification.

## Survey Budget Allocation

**Table E-5** summarizes the results of the \$100 budget allocation exercise. This section of the survey was intended to introduce participants to the Connect 2050 planning focus areas and to gauge general areas of importance.

For the state, Quality of Life and Natural Environment received the highest average funding level (\$21.85), closely followed by Economic Vitality (\$20.96) and Safety and Security (\$20.30). Survey respondents allocated slightly fewer dollars to System Integration (\$18.75) and System Management (\$18.15).

Budget allocations by region reveal some differences in priorities across the state. The Southeast and Southwest regions placed higher emphasis on System Integration and Connectivity than respondents from the three Northern regions which saw this focus area as the lowest or second lowest priority.



Table E-5: \$100 Budget Allocation for Planning Focus Areas

Geography	Economic Vitality	Quality of Life and Natural Environment	Safety and Security	System Integration and Connectivity	System Management
Wisconsin	\$20.96	\$21.85	\$20.30	\$18.75	\$18.15
Northwest Region	\$23.09	\$19.51	\$21.70	\$16.79	\$18.91
North Central Region	\$21.35	\$19.60	\$20.55	\$15.80	\$22.69
Northeast Region	\$23.22	\$22.15	\$19.63	\$18.76	\$16.24
Southeast Region	\$20.74	\$22.53	\$19.56	\$21.50	\$15.68
Southwest Region	\$19.06	\$22.47	\$20.37	\$20.25	\$17.85

Note: Funding and Project Costs was not included in the budgeting exercise, darker colored cells signify higher allocation by region, values presented are averages of all responses matching that rows geography

The highest average allocation of funds for any region was from the Northeast which allocated an average of \$23.22 toward Economic Vitality. The Southeast Region allocated a survey-low of \$15.68 to System Management. Respondents from the North Central region, on the other hand, put System Management as their highest priority by allocating an average of \$22.69 toward this planning focus area. The average budget allocation for Safety and Security was about evenly distributed across the state and the regions with the high (Northwest) and low (Southeast) only differing by \$2.14.

Topic areas which received the highest average funding within the given age groups are shown in **Table E-6**. Four age groups – and those who did not provide their age – allocated Quality of Life and Natural Environment more funding than the other topic areas. Economic Vitality and Safety and Security were the top-funded topics for two age groups.

Table E-6: Highest Allocated Topic Areas by Age Group

Age Group	Topic Area	Average Allocation
Younger than 18	Economic Vitality	\$34.71
18-24	Quality of Life and Natural Environment	\$26.48
25-34	Quality of Life and Natural Environment	\$23.94
35-44	Safety and Security	\$20.78
45-54	Safety and Security	\$21.01
55-64	Economic Vitality	\$22.28
65-74	Quality of Life and Natural Environment	\$22.14
75 or Older	Quality of Life and Natural Environment	\$22.50
Age Not Provided	Quality of Life and Natural Environment	\$25.62



As shown in **Table E-7**, respondents in rural counties prioritized higher funding for the topic areas of Economic Vitality, Safety and Security, and System Management. Respondents in urban counties showed preference to funding Quality of Life and Natural Environment and System Integration and Connectivity.

**Table E-7: Urban-Rural Budget Prioritization by Focus Area**

	Econ. Vitality	Quality of Life / Natural Environ.	Safety and Security	System Integration and Connectivity	System Management
Urban	\$20.68	\$22.55	\$20.14	\$19.84	\$16.79
Rural	\$22.33	\$18.55	\$20.99	\$16.89	\$21.23
All Respondents	\$20.96	\$21.85	\$20.30	\$18.75	\$18.15

### Survey Priorities by Topic

Following the budget allocation exercise, survey respondents selected the planning focus areas they deemed most important and prioritized a list of topics related to those focus areas. Respondents could provide feedback for as many – or as few – of the six key focus areas as they wished. **Table E-8** highlights the highest average rating for topics by planning focus area (1=Low Priority; 2=Medium Priority; and 3=High Priority). Shortened text for topics is provided in this section. See **Table E-8** for the full text of topics and further summary of the Connect 2050 survey.

Roads in Good Condition was the highest rated topic in the survey, receiving an average rating of 2.8. Sustainable and Predictable Funding Sources for Transportation was the second highest rated topic with an average rating of 2.7. Other high priorities included Roads Efficiently Maintained/Repaired Through Engineering Analysis (2.6), Protection of Natural Environment During Transportation Projects (2.6), Reduce Distracted Driving (2.5) and Improved Access for People with Disabilities, Older Residents, or Those Without a Car (2.5). Some topics that were rated as lower priorities by respondents were: Airport Accommodate More, Water Transport Options, Exploring Mile-Based User Fee, and Exploring Tolling, all with having average ratings of 1.7.

**Table E-8: Average Topic Ratings by Focus Area, Statewide**

Focus Area	Topic	Rating
Economic Vitality	Keeping highways, bridges, and local roads in good condition to support the movement of people and products	2.8
	Affordable options for local producers and shippers to move goods	2.3
	Transportation options that support economic growth while protecting the environment and reducing reliance on fossil fuels	2.3
	A robust freight supply chain where improved rail shipment access, reliability, truck freight, and air freight contribute to economic growth	2.2
	Reliable access to tourist and recreational destinations statewide	2.1
	Water transportation options for ships, barges, and ferries for Wisconsin's manufacturers, farms, and tourists	1.7
	Airports can accommodate larger business airplanes or more air cargo to provide local business growth opportunities	1.7



Focus Area	Topic	Rating
<b>Funding and Project Costs</b>	Sustainable and predictable funding sources for transportation	2.7
	Funding sources for transportation – other than the gas tax – are explored and implemented where feasible	2.3
	Partnerships with private businesses and organizations help to fund transportation projects	1.8
	Further exploration of a mileage-based user fee (based on actual miles driven) as a way to contribute to transportation funding	1.7
	Further exploration of tolling as a way to contribute to transportation funding in Wisconsin	1.7
<b>Quality of Life and Natural Environment</b>	Protection of the natural environment during transportation projects (example: preserve protected resources and species, and minimize environmental impacts)	2.6
	Better air quality as a result of reduced transportation emissions	2.5
	Transportation plans and infrastructure projects integrated with local plans that identify residential and commercial growth areas for the community	2.3
	Planning and project decision-making processes that specifically include minority and low-income voices	2.3
	Transportation infrastructure design and features make the experience of living in or visiting positive and memorable	2.2
<b>Safety and Security</b>	Changing driver behavior to reduce distracted driving and improve attentiveness behind the wheel	2.5
	A transportation system built to withstand extreme weather or other natural disaster effects	2.3
	Roadway features such as speed limits signs, traffic signs, guardrails, pavement markings, etc.	2.2
	Technology that improves transportation system safety (example: ramp meters, electronic message signs, signalized pedestrian crossings and emergency response-coordinated traffic signals)	2.2
	Safe railroad crossings with signals, barriers, warning bells, etc.	2.1
	Dedicated funding for statewide transportation safety programs and projects (example: Highway Safety Improvement Programs and Safe Routes to School Programs)	2.1
<b>System Integration and Connectivity</b>	Improved access to transportation options for people with disabilities, older residents, or those who choose not to drive or own a car	2.5
	Better connections between different types of transportation, such as bus to airport, park-and-ride near bus stop, and walking to transit	2.4
	Increased frequency of passenger rail service (example: trains running more frequently between Chicago, Milwaukee, and Minneapolis)	2.3
	Connections for bicycling and walking are improved and expanded	2.3
	Increase the number of cities in WI served by Amtrak	2.2
	Spread awareness of various travel options available in your community	1.9
	More city-to-city, long-distance bus options across Wisconsin	1.9
	Technology advancements facilitate and improve transportation connections (example: a new rideshare smartphone app, improved Internet access on transit)	1.9
	Airports that are accessible for passenger travel	1.8



Focus Area	Topic	Rating
<b>System Management</b>	Roads that are efficiently maintained and repaired through engineering analysis and maximizing available funding	2.6
	Innovative design standards and methods are used to maintain and preserve the condition of Wisconsin's roads and bridges	2.5
	Local community infrastructure (such as local roads and streets, transit vehicles, and trails) are well-maintained	2.5
	Bicycle and pedestrian facilities (such as sidewalks, curb ramps, and bicycle lanes) are well-maintained	2.2

Note: Priority Rating: 1=Low; 2=Medium; and 3=High

**Table E-9: Highest Rated Topics by Planning Focus Area**

Geography	Economic Vitality	Quality of Life and Natural Environment	Safety and Security	System Integration and Connectivity	System Management	Funding and Project Costs
Wisconsin	Roads in Good Condition (2.8)	Protect Environment During Projects (2.6)	Reduce Distracted Driving (2.5)	Access for Disability Age No Car Ownership (2.5)	Roads Efficiently Maintained Through Engineering Analysis (2.6)	Sustainable Predictable Transportation Funding Sources (2.7)
Northwest Region	Roads in Good Condition (2.9)	Protect Environment During Projects (2.5)	Reduce Distracted Driving (2.5)	Access for Disability Age No Car Ownership (2.4)	Roads Efficiently Maintained Through Engineering Analysis (2.8)	Sustainable Predictable Transportation Funding Sources (2.7)
North Central Region	Roads in Good Condition (2.9)	Protect Environment During Projects (2.6)	Reduce Distracted Driving (2.4)	Access for Disability Age No Car Ownership (2.5)	Roads Efficiently Maintained Through Engineering Analysis (2.7)	Sustainable Predictable Transportation Funding Sources (2.7)
Northeast Region	Roads in Good Condition (2.9)	Protect Environment During Projects (2.6)	Reduce Distracted Driving (2.4)	Access for Disability Age No Car Ownership (2.5)	Roads Efficiently Maintained Through Engineering Analysis (2.7)	Sustainable Predictable Transportation Funding Sources (2.7)
Southeast Region	Roads in Good Condition (2.7)	Better Air Quality (2.7)	Reduce Distracted Driving (2.5)	Better Connect Different Travel Modes (2.6)	Roads Efficiently Maintained Through Engineering Analysis (2.5)	Sustainable Predictable Transportation Funding Sources (2.8)
Southwest Region	Roads in Good Condition (2.7)	Protect Environment During Projects (2.6)	Reduce Distracted Driving (2.5)	Access for Disability Age No Car Ownership (2.6)	Local Community Infrastructure Well Maintained (2.6)	Sustainable Predictable Transportation Funding Sources (2.7)

Note: Priority Rating: 1=Low; 2=Medium; and 3=High

See Table D-8 for the full text of topics



## E.2.2 SOCIAL MEDIA

WisDOT used messaging on Twitter, Facebook, and LinkedIn to encourage survey participation and obtain feedback. In total, 54 social media posts were made between July 30, 2020, and Nov. 9, 2020, as shown in **Table E-10**. Of the total, 26 of the posts (organic and paid posts) were to Facebook, 23 to Twitter, and five to LinkedIn. In total, the posts reached an audience of 295,146, had 4,904 engagements and 5,141 clicks.

In addition to traditional social media posts to the platforms named above, WisDOT used advertisements and boosted posts on Facebook targeting Wisconsin residents to encourage participation, with attention paid to reaching rural residents, Spanish-speakers, and minority and low-income populations.

**Table E-10: Social Media Engagements**

Social Media	Total Posts/Ads	Audience Reached	Engagements	Link Clicks
Facebook (organic posts)	6	50,838	2,387	324
Facebook (paid posts)	20	173,789	945	4,359
Twitter	23	64,402	1,341	341
LinkedIn	5	6,117	231	117
Total	54	295,146	4,904	5,141

*Note: Engagement total does not include paid Facebook posts*

## E.2.3 CONNECT 2050 WEBSITE

WisDOT launched a dedicated Connect 2050 website on Aug. 10, 2020. The Connect 2050 website included information about the plan, the state's transportation system, trends that affect transportation and the plan's goals. Also, the website included a "library of plans" section with linked to WisDOT's modal, operational and regional plans.

The website facilitated direct engagement by encouraging the public to share a comment, sign-up for email notices, or to take the survey. The website also linked to the online public comment dashboard described in **Section E.2.5** and included a toolkit that equipped the public and stakeholders with the ability to become further involved in the dissemination of plan materials (see **Section E.2.6** for more information).

The website was the central component of public involvement efforts as it combined a concise explanation of the plan and its planning process with resources and opportunities to provide feedback and raise concerns. The website recorded 6,197 pageviews – by more than 4,668 unique users – between Aug. 7, 2020, and Dec. 31, 2020.

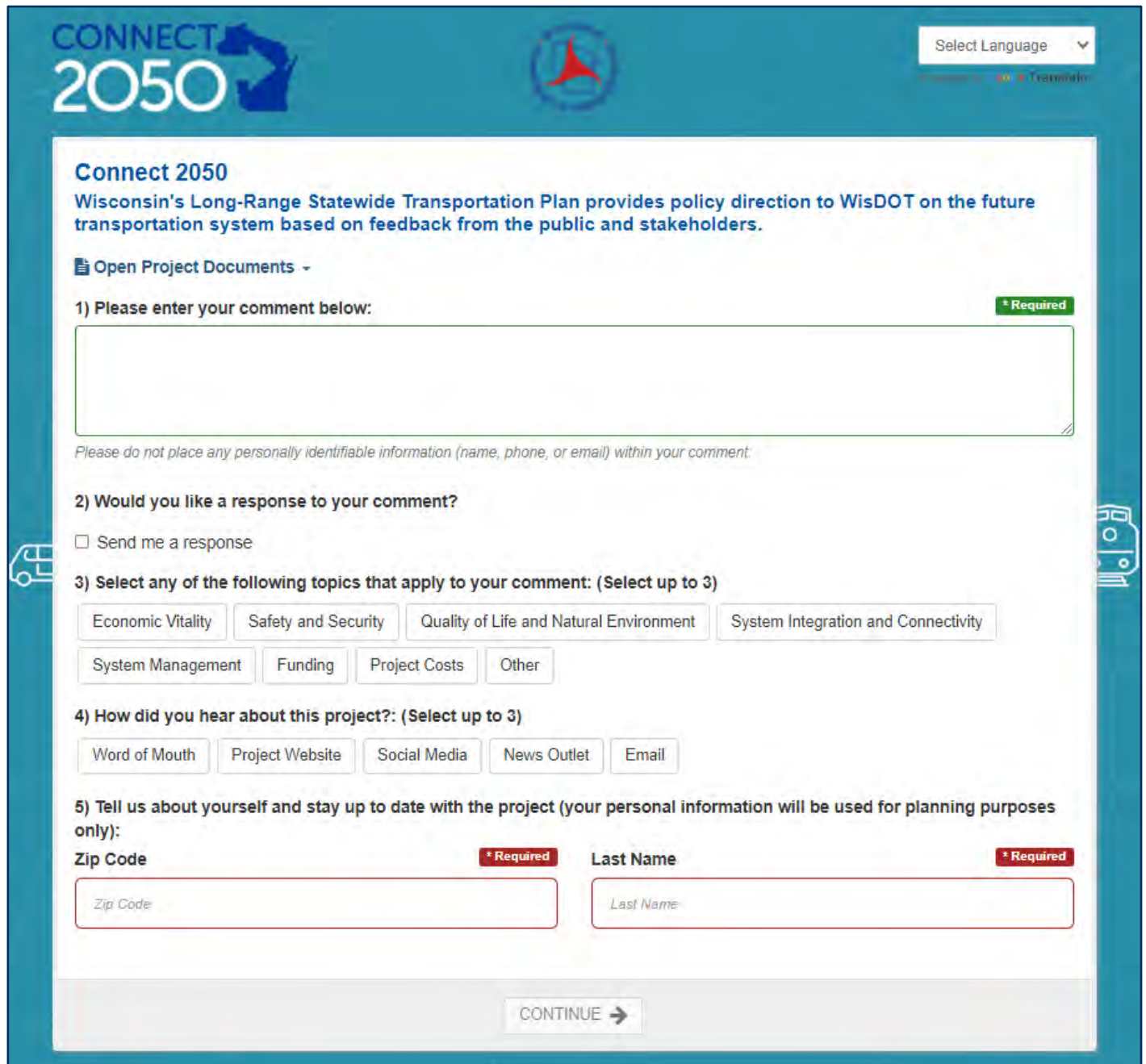
[Click here to view the Connect 2050 homepage.](#)

## E.2.4 ONLINE COMMENT FORM

Visitors were encouraged to share comments with numerous links to a public comment form (see **Figure E-1**) on the Connect 2050 website. Respondents were prompted to provide an open-ended comment and to select the topic areas which apply to their response. The topic selections offered were the five Plan Goals as well as Funding, Project Costs, and the option to select Other. Respondents were also given the option to state where they heard about the project, their name and zip code, and if they would like a response to their comment. The online comment form generated 75 comments between its launch date of Aug. 10, 2020, and Dec. 31, 2020.

[Click here to view the Connect 2050 comment form page.](#)



**Figure E-1: Comment Form**


**CONNECT 2050**

Wisconsin's Long-Range Statewide Transportation Plan provides policy direction to WisDOT on the future transportation system based on feedback from the public and stakeholders.

[Open Project Documents](#)

1) Please enter your comment below: \* Required

Please do not place any personally identifiable information (name, phone, or email) within your comment.

2) Would you like a response to your comment?

☐ Send me a response

3) Select any of the following topics that apply to your comment: (Select up to 3)

4) How did you hear about this project?: (Select up to 3)

5) Tell us about yourself and stay up to date with the project (your personal information will be used for planning purposes only):

Zip Code \* Required
 Last Name \* Required

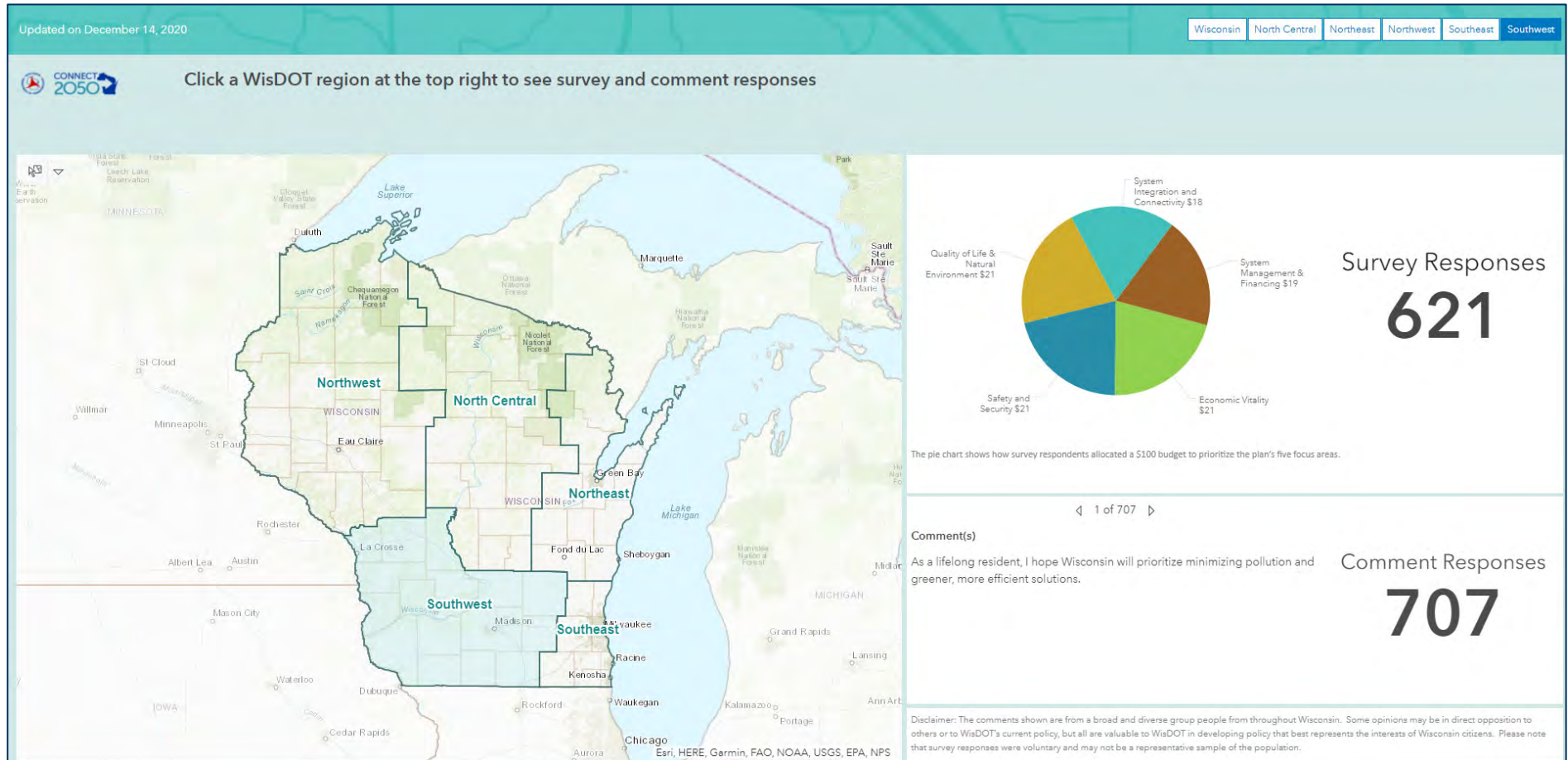
[CONTINUE](#) →

### E.2.5 PUBLIC COMMENT DASHBOARD

The Comment Dashboard was accessible from the Connect 2050 website. This application allowed viewers to see what Wisconsinites were saying in their own words (see **Figure E-2**). Page visitors were able to select a region and see survey responses, survey budget allocation results, comment totals and full-text comments from that region. Please note that all responses were voluntary and are not a representative sample of Wisconsin's population.



**Figure E-2: Comment Dashboard Interface**



[Click here to view the Connect 2050 Public Comment Dashboard.](#)



### E.2.6 STAKEHOLDER TOOLKIT/INFORMATION MATERIALS

The Stakeholder Toolkit was developed on the Connect 2050 website as a resource for stakeholder groups to present Connect 2050 materials at meetings and disseminate plan information on behalf of WisDOT (see **Figure E-3**). It is also a resource for social media posts which could be shared by stakeholder groups to spread awareness of the planning process and further generate web traffic to the website and survey.

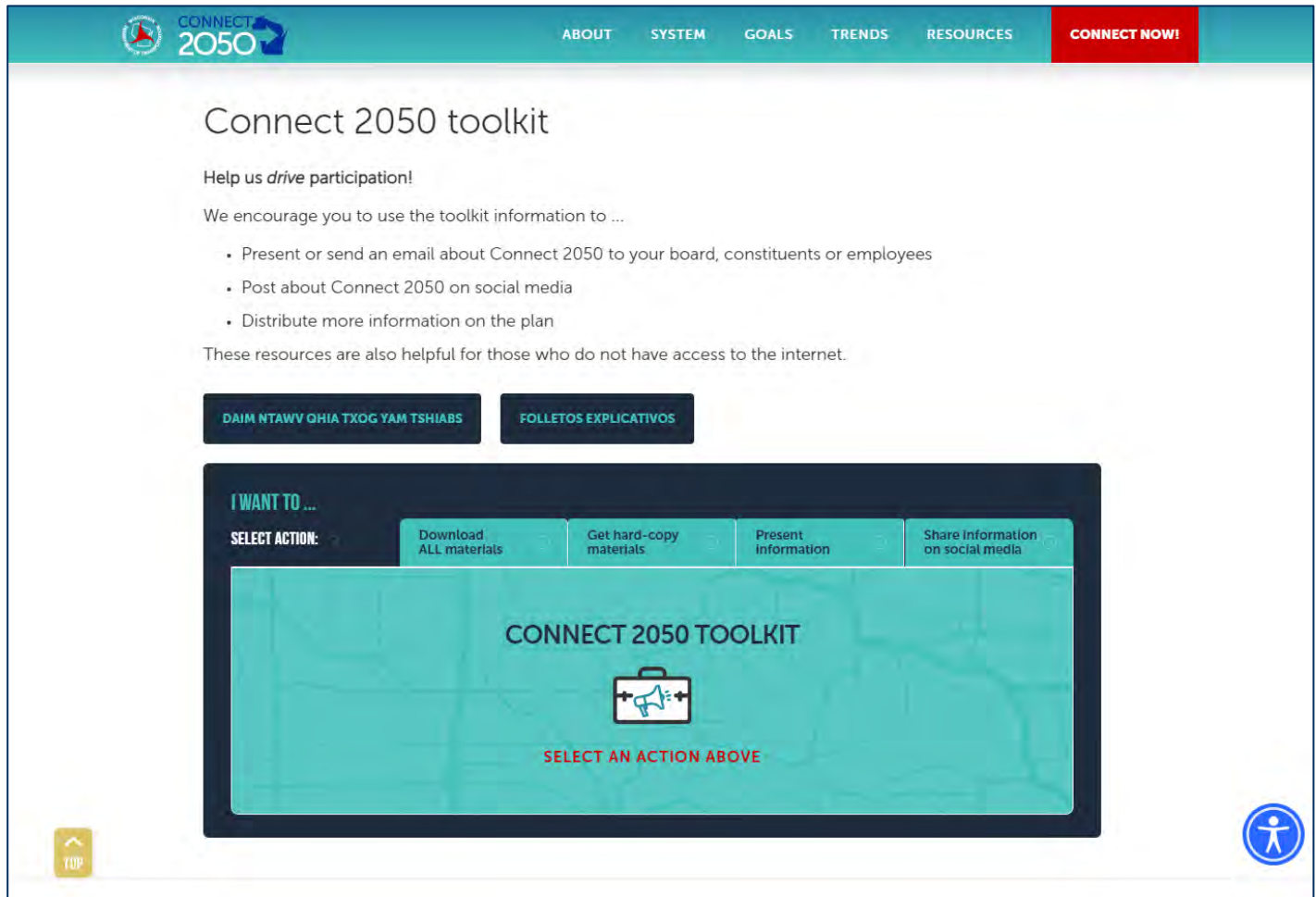
The Stakeholder Toolkit provided the following plan materials for download:

- Plan overview presentation (PowerPoint) Recorded plan overview presentation
- Plan overview factsheet
- Social media resources
- Trends factsheets (English, Spanish and Hmong versions provided)
- Survey in paper form (full and shortened versions)
- Printable comment form

Stakeholder Toolkit materials on the website were available for download in hard-copy form. The social media resources provided on the site were suggested posts tailored to community members, business owners, and industry stakeholders. All materials included links to the Connect 2050 webpage and directed readers to provide input into the process. Trend factsheets were produced in Spanish and Hmong to accommodate non-English speaking populations. Stakeholder Toolkit materials are provided in **Attachment E-2**.

[Click here to view the Connect 2050 Stakeholder Toolkit.](#)



**Figure E-3: Stakeholder Toolkit Menu**


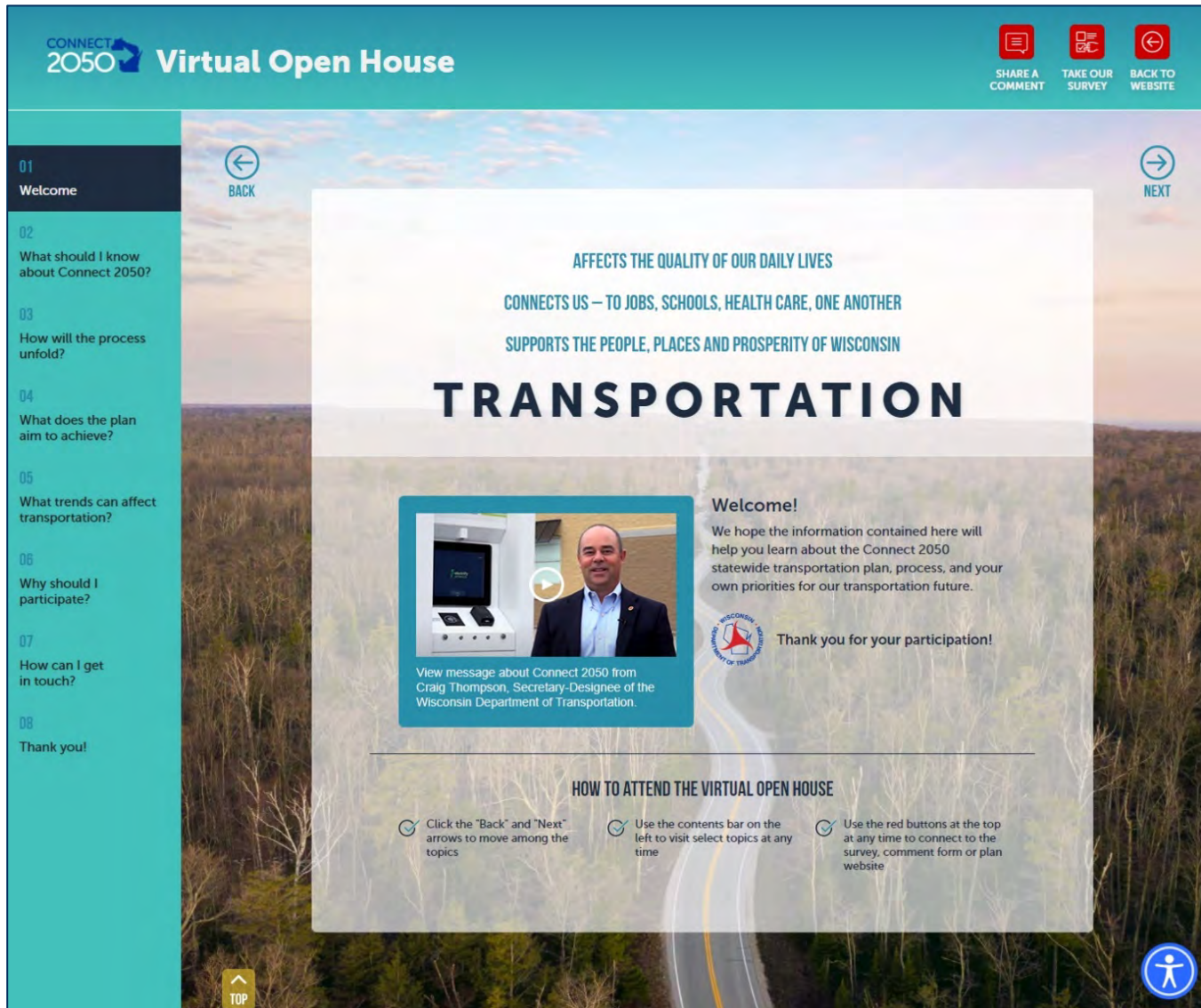
### E.2.7 VIRTUAL OPEN HOUSE

The Virtual Open House was an online, self-guided tour of the plan that was developed to familiarize stakeholders and the public with the Connect 2050 planning process and goals. It also explained why public input is important to the process, and how open house attendees can make their voices heard. As the Pre-Draft Plan phase occurred during the COVID-19 pandemic, the Virtual Open House was designed to provide information and involvement that normally would have occurred at an in-person meeting.

The Welcome page of the Virtual Open House features a video message from WisDOT's Secretary-Designee, Craig Thompson (see **Figure E-4**). The Virtual Open House included detailed transportation trend information on Population, Travel Patterns, Safety, Economic Activity, Energy and the Environment, and Connected and Automated Vehicles. Virtual Open House attendees were provided with several ways to become involved and learn more about the plan including links to the survey, Connect 2050 website, and online comment form. WisDOT phone, email, and mailing information was also provided, as were links to WisDOT social media profiles on Twitter, Facebook, YouTube, and LinkedIn.

The Connect 2050 Virtual Open House launched on Oct. 8, 2020, and it remained active throughout the pre-Draft Plan phase. The Virtual Open House had 956 pageviews and 755 unique users between its launch and the end of 2020.

[Click here to view the Connect 2050 Virtual Open House.](#)

**Figure E-4: Virtual Open House Welcome Page**


### E.2.8 STAKEHOLDER WEBINARS

WisDOT used YouTube Live to host live, online stakeholder webinars on Oct. 12, 15 and 16, 2020. The Connect 2050 stakeholder database, totaling 477 contacts representing a wide range of organizations and individuals statewide, was used to invite these stakeholders to engage with the webinars. The webinars included a presentation followed by a live question and answer session with WisDOT staff. Participants could submit questions through YouTube Live or via the Connect 2050 email. The presentation portion of the webinars included an overview of the plan, its process, an overview of Wisconsin's transportation system, and information on how viewers could further engage with the plan.

All webinars were recorded and posted to YouTube allowing stakeholders and the public to view the presentations at their convenience. Views of the webinars – either live or recorded – totaled 480 by the end of 2020. The Oct. 15 webinar featured a sign language interpreter to make the information accessible to the deaf and hearing-impaired community. All recordings had auto-generated caption functionality.

[Click here to view the Connect 2050 Stakeholder Webinar recordings.](#)



### E.2.9 EMAIL NOTIFICATIONS

Email notifications during the Pre-Draft Plan phase focused on encouraging survey participation and making the public aware of the Connect 2050 website and virtual open house. Messages were sent out on:

- Aug. 7, 2020: This email message announced the launch of the website (including the survey and comment form) and availability of plan materials.
- Oct. 8, 2020: The second email message invited recipients to engage with the Virtual Open House, Stakeholder Toolkit, and to join the Webinars.
- Oct. 15, 2020: This email served as a reminder to view the Webinar sessions.
- Oct. 28, 2020. This message reminded recipients to take the survey before it closed on Oct. 31, 2020.

Email notifications were sent to the Connect 2050 stakeholder database that was comprised of 477 contacts throughout the state. Special attention was paid to include groups which advocate for and/or represent Environmental Justice (EJ) populations as stakeholders. Organizations included in the stakeholder database – as well as members of the public who signed up for plan updates – were recipients of email communications described above. Email notifications for the plan are presented in **Attachment E-3**.

### E.2.10 MEDIA COORDINATION

WisDOT prepared the following news releases and distributed to media outlets throughout the state:

- February 11, 2020 – WisDOT requests public comment on Connect 2050 Public Involvement Plan.
- July 30, 2020 – WisDOT wants to hear your thoughts on the future of transportation.

News releases for the plan are provided in **Attachment E-4**.

### E.2.11 ENVIRONMENTAL JUSTICE/TITLE VI SPECIFIC ENGAGEMENT STRATEGIES

Special considerations were worked into all engagement activities to encourage transparency and accessibility to plan information. Specific strategies included:

- All online resources and tools were ADA compliant.
- Transportation trends factsheets were translated into Hmong and Spanish languages.
- Specific organizations that advocate for minority, low-income, senior, disabled and non/limited English-speaking populations were identified and added to the stakeholder database to receive plan-related email notifications.
- Targeted social media ads were prepared for low income, racial minority, rural, and Spanish-speaking populations for inclusion.
- Paper copies of the survey, plan factsheets and comment forms were available upon request.
- Closed captioning offered on the Stakeholder Webinars, with a sign language interpreter present for the Oct. 15 recording.





### E.3 COMMENT SUMMARY AND THEMES

The public engagement activities completed during the Connect 2050 Pre-Draft Plan phase resulted in 2,463 comments. Social media posts in the Pre-Draft Plan phase produced 169 comments with the remainder being submitted via the survey or online comment form. A vast majority of comments received were a result of the open-ended prompts in the Connect 2050 survey. The distribution of comments by source is presented in **Table E-11**. The comments provided within the website's Public Comment Dashboard – screened for profanity and other inflammatory language – have been attached to this report as **Attachment E-5**.

**Table E-11: Public Comment Sources**

Platform	Comments Received
Survey	2,219
Comment Form	75
Social media	169
<b>Total Pre-Draft-Plan Phase Comments</b>	<b>2,463</b>

All comments, regardless of source, were tagged by eight modes of transportation and 13 topic areas for further analysis. Individual comments could be tagged with multiple modes and topics as many comments addressed multiple subject areas. The following sections describe the mode summary and topic summary in more detail. The main themes section provides a synthesis of the top common themes that emerged. These comments included broad and diverse opinions from people throughout Wisconsin. All comments were considered during the Connect 2050 planning process. Please note that survey responses were voluntary and are not a representative sample of Wisconsin's population.

#### E.3.1 TRANSPORTATION MODE SUMMARY

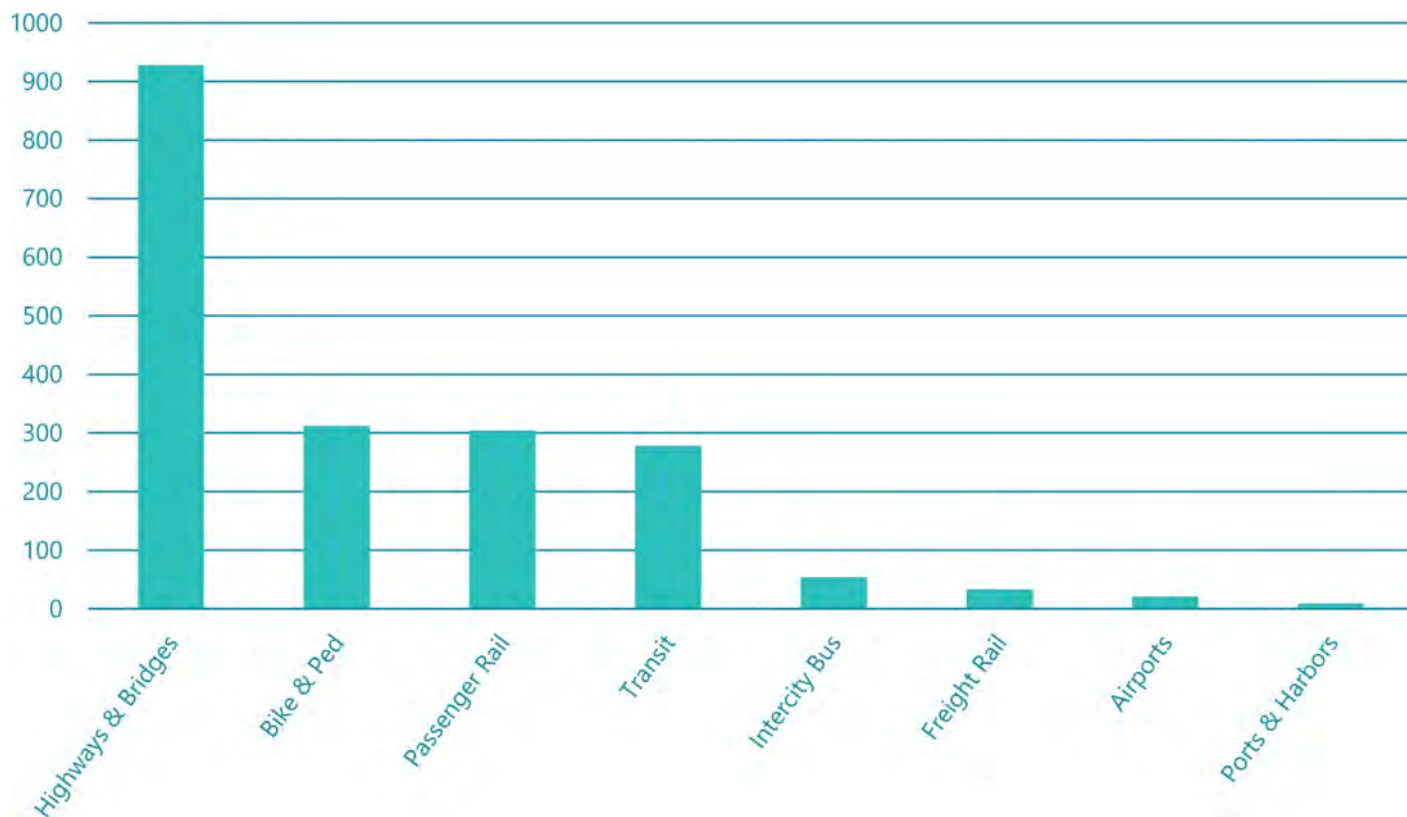
The following transportation modes were used to categorize public comments:

- Airports
- Intercity Bus
- Bicycle and Pedestrian
- Freight Rail
- Highways and Bridges
- Transit
- Passenger Rail
- Ports, Harbors and Ferry

As **Figure E-5** shows, comments pertaining to highways and bridges made up the largest share of responses, with approximately 48 percent of comments mentioning this mode. Bike and pedestrian, passenger rail and transit also generate substantial numbers of comments. Intercity bus, freight rail, airports and ports and harbors were mentioned the fewest number of times.



**Figure E-5: Comments by Mode**





## Highways and Bridges

Highways and Bridges were the most common mode mentioned with over 900 comments. Most comments focused on maintenance, funding and safety of highways and bridges. Several comments mentioned specific roadways for improvement or expansion. Also, some comments expressed opposition to freeway expansion and the need to focus on alternatives to driving and a more multimodal and connected transportation system. Equity of roadway funding was also mentioned including concerns about the distribution of funding between the state's more populous counties and the rest of Wisconsin as well as the disproportionate amount of funding spent on roadways versus alternatives to driving. Commonly mentioned subjects for this mode included:

- Concerns about the poor quality of the driving surface with potholes that result in car repairs.
- Concerns about the safety of highways including comments about drunk and distracted driving, winter weather maintenance of roadways and potholes, and trucks operating among automobiles and causing wear on road surfaces.

Mention of specific projects or highways for improvement and/or expansion and the need for highway improvements that are important to maintain our state's economic competitiveness. Several highway corridors were mentioned that need improvement with many comments discussing several sections of I-94, particularly between Milwaukee and Madison. Highways in the Green Bay and Fox Valley areas were also notably mentioned. Respondents identified other highways across the state within their comments, including I-41, I-90, I-39, US 61 and US 151, among others.

### Sample Responses:

#### **HIGHWAYS and BRIDGES**

"Fixing and maintaining our roads and bridges are really vital to the economy."

"We need to expand I-94 from Milwaukee to Madison!! It is a dangerous stretch of road that is the most travelled road in the state and it's only two lanes?!"

"We should prioritize reusing existing corridors, and increasing their capacity without major expansion projects, whenever possible."

"I feel the Appleton Area needs some serious attention. Both WIS 96 and 125 have massive accident rates as well as large traffic jams every time I attempt to use these roads."

"We know 39/90 north of Madison to the Dells needs to be expanded, what are we waiting for?"

"I think maintaining bridges so they Don't go below their load rating all across the state is important so no links to the network are lost."

- Criticism of prior or existing projects for perceived sub-standard work and lack of accountability for the work of contractors.
- Desire to have more investment in Wisconsin's rural and northern counties.
- Concerns about a disproportionate amount of investment being directed towards roadways, with a desire for more investment in non-automobile transportation, and opposition to freeway expansion.
- Need to reduce fossil fuel usage and private automobile travel and giving more preference for transportation modes other than auto/truck.
- Tolling to generate transportation funds. Opinions were split regarding tolls, with some commenters voicing support and some opposing.



## Bicycles and Pedestrians

Bicycle and Pedestrian transportation were mentioned in over 300 comments. Commonly mentioned subjects for this mode included:

- Desire for improved infrastructure and improved bike/ped safety such as protected or separated bike lanes, expanded trails, safer road crossings/intersections, and traffic calming.
- Concerns about the prioritization of trails for recreational use over commuter infrastructure.
- Support for *complete streets* policy and implementation.
- Support for increased funding compared to automobiles and concerns about lack of planning and prioritization for bicycle and pedestrian transportation in Wisconsin.
- Strong support for active transportation as a healthier alternative to driving.

### Sample Responses:

#### **BICYCLES AND PEDESTRIANS**

"Priority needs to be placed on safety and infrastructure for people that bike, walk, use transit as it relates to fundamental transportation modes and not incidental to other modes."

"Making sure streets are designed for all roadway users. Complete streets are needed, they are safer and end up saving money in the long run."

"I would love to see increased bike safety measures such as barriers for bike lanes, and more bike lanes."

"Less focus on moving as many cars as quickly as possible (especially through towns/cities) and more attention to improving pedestrian/bike safety along multi-lane roads."

"The increased popularity of standing scooters makes bike lanes all the more urgent, as scooters are too fast for sidewalks but too slow for traffic. As a cyclist, I would like to see segregated/protected bike lanes that are wide enough for a scooter to be safely passed by a cyclist."



## Passenger Rail

Passenger Rail generated approximately 300 comments. Most of the comments were in support of investing in more passenger rail service in the state. Only a few comments expressed a lack of support for passenger rail service. Common themes included:

- Interest in passenger/commuter rail systems, and trains that are integrated with a broader multimodal network.
- Support for more passenger rail service in the state including adding more frequency to existing Amtrak service and adding more connections throughout the state.
- Desire for more passenger rail connections were mentioned along the Chicago-Milwaukee-Twin Cities corridor. Other connections mentioned included Wausau, Eau Claire, Green Bay, Fox Cities, and Manitowoc.
- Interest in high-speed rail options with speeds > 150 mph.
- Promotion of efficient, high-speed trains that could potentially replace highways and be an excellent economic and environmental opportunity, helping to reduce auto use and emissions and help fight climate change.
- Calls for the revival of the Kenosha – Racine – Milwaukee commuter project and commuter rail in general including. Commenters mentioned their desire to see; suburban connections to urban centers, more frequent service to Minneapolis/St. Paul, and commuter rail that connects with existing public transit.
- Concerns about Amtrak service. These included calls for more bicycles allowed on trains, the cost prohibitive nature of fares, and travel time.

### Sample Responses:

#### **PASSENGER RAIL**

"The [Amtrak Hiawatha] is a vital part of transportation along the SE WI area, keep making that service better."

"Intercity passenger rail between the 3 largest urban centers of WI (Milwaukee, Madison and Green Bay) is of the highest priority for me."

"Returning to the high speed Midwest rail network makes a great deal of sense to me. There's a significant volume of people traveling back and forth between cities."

"Many people commuting to work would like to have Train/bus/high speed options that eliminate driving themselves, and offer comfort and Internet access so they can work/study/research while on their commute."

"High speed rail between madison, milwaukee, la crosse, eau claire, with ability to take a train to ohare or minneapolis. tourism revenue would explode if wisconsinites get to travel easily and quickly between our metro areas for day trips, and if out of state residents could fly to bigger airports (ORD and MSP) and take a quick train ride to madison or Milwaukee."



## Transit

Transit was mentioned in over 250 comments.

Commonly mentioned subjects for this mode included:

- Support for improved transit and opposition to auto-centric planning and funding.
- Strong support for transit and active transportation as a healthier alternative to driving.
- Need for improved rural transit and connectivity.
- Many of the comments expressed support for workforce access to transit.
- Some comments noted interest in changing legislation to allow for Regional Transit Authorities.

### Sample Responses:

#### **TRANSIT**

"I think the state of Wisconsin should have enabling legislation for the formation of a regional transit authority in the state."

"We need more options in rural and central Wisconsin for public Transportation. Many individuals are limited to the one cab service we have in our area and it can be pretty pricey."

"Making sure that individuals in no-car or low-income areas have expanded access (locations and hours) to transportation to vital services (grocery stores, pharmacy, medical), workplaces/schools, and transportation centers."

"Transit isn't very useful for most people - reimagine it so it actually saves us time vs driving ourselves."

"Mass transit infrastructure should be a higher priority than roads that support exclusively single-driver vehicles."





## Intercity Bus

- Approximately 54 comments discussed intercity bus transportation. Commonly mentioned subjects for this mode included:
- General support for increased intercity travel options that are affordable, connected, and convenient.
- Desire for expanded Greyhound service to more parts of the state including areas in the north that lack bus service.
- Improved connections between cities in states and neighboring states.
- Change to electric buses.
- Expanded service to meet needs of low-income and underrepresented populations.
- Improved schedule coordination between rail and bus services.
- Some comments expressed a desire for passenger rail over intercity bus.

### Sample Responses:

#### **INTERCITY BUS**

"We need more Intercity public transit options that are sustainable, including reliable and affordable train and bus services."

"Small communities in mostly rural areas need access to various forms of transportation. Rail transport, bus transport and other forms should coordinate and not duplicate for increased efficiency."

"A general increase in public transit options connecting population centers within Wisconsin would be nice."

"A central coordination of train and bus schedules helping those who do not drive (such as the blind or elderly) how to independently get around in Wisconsin."

"Can we do something about service to the north? Right now, Greyhound goes to Eau Claire and Amtrak goes to Wausau. From there, access is limited to private vehicles. You basically have to rent a car. Half of our state is without public transportation."



## Freight Rail

Freight rail was mentioned by approximately 30 comments. Commonly mentioned subjects for this mode included:

- Freight-related comments stated a desire to shift more freight from trucks to rail to separate trucks from cars for safety reasons and reduce truck wear and tear on the roadways.
- Making trucks pay a greater share of road taxes since they create a lot of wear and tear on the roads.
- Construction of new multimodal facilities in Wisconsin to get trucks off the highways.
- Fixing freight train issues in Chicago to boost the national system.
- Improvements in the reliability of Wisconsin's rail system to help farmers and manufactures get their goods to where they need to go; the pandemic has revealed vulnerabilities in the system.

### Sample Responses:

#### **FREIGHT RAIL**

"WisDOT working with those companies can build several multi-modal facilities to reduce truck traffic on the highways and allow the rail lines to better serve the industry in the state."

"Invest in intermodal freight. Bring a rail intermodal container terminal to east, south east or south-central Wisconsin."

"Think about automation at huge transfer centers/terminals for the railcars carrying trucks/trailers."

"Due to the extensive wear and tear on roads by semis and the safety concerns with semis and cars operating together, large investment into rail needs to happen."

"There is a fairly decent rail system in the state between active lines and lines with track present but are out of service. Improving existing rail infrastructure on these existing lines and rehabilitating rail banked tracks can help bring passenger and some freight service back to rural areas where it's needed."



## Airports

Airports accounted for just over 20 comments. Commonly mentioned subjects for this mode included:

- Improved multimodal connections with the desire for transit connections to airports.
- Some comments favored other modes such as rail, instead of air travel, primarily due to the environmental impacts of air travel.
- Some comments voiced concern regarding the current funding levels of Wisconsin airports.

### Sample Responses:

#### **AIRPORTS**

“Improving maintenance of the air transportation in Wisconsin. Our local airports are vital to the communities they serve.”

“My priority is a complete transportation network with all options to travel from air to road to bike to bus.”

“I feel that the Madison airport should be expanded to accommodate global travel.”

“If tourists can get from major airport to parks without having to drive, more would visit and they get more time with family on the travel methods.”

“I would love to see a train that would run from Green Bay to MKE/Chicago and Minneapolis! It would make it easier to use airports in those areas if people could have a quick option to get there!”



## Ports, Harbors and Ferry

Ports, Harbors and Ferries were only mentioned in eight comments received. Commonly mentioned subjects for this mode included:

- Some of these comments generally mentioned support for investment in water transportation.
- Other comments focused on specific ports or corridors.

### Sample Responses:

#### **PORTS, HARBORS, FERRY**

"Making the Port of Milwaukee truly multi-mode and enhancing rail service to keep more trucks off roads."

"...being able to plug the state into worldwide commerce even more, utilizing the waterways and railroads ... will definitely increase in importance as we strive for more exports and hopefully boost our standing in the global economy."

"...revitalizing the ports of Green Bay to draw in water shipping from across the great lakes."

"Car ferry from Egg Harbor to Marinette to eliminate the drive around Greenbay [sic] for people who want to travel from northern WI to Door County and vice versa."

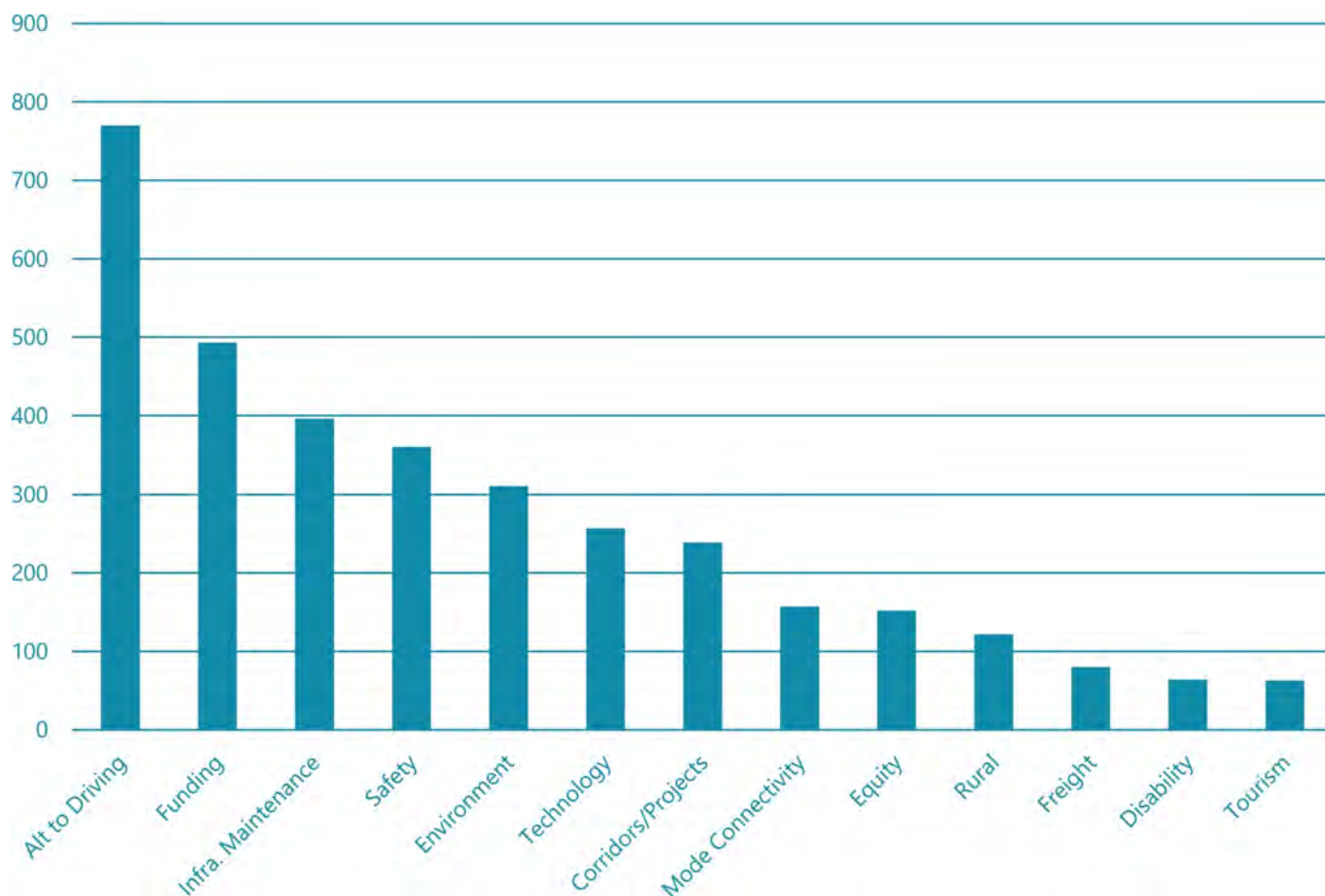
"More accountability for the environmental impact of marine transit - hefty fines for littering, spills, facilitation of the transportation of invasive species, dumping, noise/light pollution."



### E.3.2 TOPICAL COMMENT SUMMARY AND SAMPLE RESPONSES

In addition to modes, comments were analyzed for common topics, which are summarized below. **Figure E-6** shows the distribution of comments pertaining to a given transportation topic. Comments were tagged under all modes and/or themes present if there were multiple contained in the respondent's remarks.

**Figure E-6: Comments by Topic**





## Alternatives to Driving

Over 700 comments discussed overall support for alternatives to driving. Commonly mentioned subjects for this topic included:

- Overall, most of the 700+ comments voiced support for increased investment and prioritization on passenger rail, public transit, intercity bus, bicycles, and pedestrians.
- Many commenters voiced opinions that historically Wisconsin transportation investments and priorities were too heavily focused on personal automobiles.
- Some respondents focused on the need to reduce vehicle miles travelled to reduce congestion and environmental impacts of driving.
- Some respondents expressed the need for development and planning that reduces the need for automobile travel and fosters alternative modes of travel.

### Sample Responses:

#### **ALTERNATIVES TO DRIVING**

"More alternatives to driving personal cars, like rail and bus service, that connects statewide to both rural and urban areas. Too many areas of the state are entirely car-dependent."

"Many small towns only have car and driver, maybe a cab, no bus, no train. We are not connected to the world."

"Focusing efforts on supporting mass transit and other non-car transit will help accomplish a whole lot of other goals, like reducing environmental impact, integrating with local plans, connecting low-income populations and areas to economic opportunities, reducing road wear, and improving population health."

"Prioritize public transit and ped/bike infrastructure, stop expanding high ways, and create an equitable transportation system appropriate for 2020 and beyond."

"A system that allows people the freedom of choice and does not essentially confine people to driving a private vehicle to get around."





## Funding Mechanisms

Funding is a broad topic that was mentioned by over 500 comments. While many respondents voice funding support for various modes, the summary below focuses on specific funding mechanisms. Commonly mentioned subjects for this topic included:

- Opinion on mileage-based user fees was split with some viewing it as an equitable way to tax the impact to roadways while others feeling that it would unfairly tax rural and suburban areas that have different travel patterns.
- Opinions on tolls were mixed with some voicing opposition to the idea while other comments specifically voiced support for tolls at the state border to capture out of state travel.
- Some respondents voiced support for increasing the existing gas tax, viewing it the easiest way to increase funding.
- Registration fees were also a common topic with some respondents voicing opposition to existing electric vehicle registration fees
- Some respondents highlighted existing funding distribution and called for money raised by the gas tax and registration fees to be limited to roadway investment.
- Another common funding theme was calls for equitable funding across the state as some participants felt that rural areas and areas outside of Southeast Wisconsin received less investment than needed. Others felt more populated areas need more investment.
- A topic with mixed support was private involvement in infrastructure with some voicing support and some opposition.
- Finally, some respondents wondered if there were more equitable ways to fund roadways to equate more with the responsibility for wear and tear to the roadways with some highlight the potential for taxes and fees based on weight.

### Sample Responses:

#### **FUNDING MECHANISMS**

"Need stable source that survives changes in vehicle fuel use and choices and that preserves purchasing power by routinely adjusting the revenue stream."

"We need to explore the option for tolling our expressways so that more money from fast taxes, registration fees, etc. are available for maintaining local roads."

"Lower impact modes and lower emissions should be rewarded, not punished by a bigger fee on hybrids and electrics."

"The gas tax is what we have and can implement right now. Raising it to support development of a 21st century transportation system that actually works for more working families is a good idea - plain and simple."

"100% in favor of exploring ways to increase funding from sources like commercial or heavy drivers, gas or emissions taxes, and tolls that target out of state drivers."

"Allotment of funds to local governments to maintain and improve existing roadways need increased revenue from the state."



## Infrastructure Maintenance

Close to 400 comments mentioned the maintenance of transportation infrastructure within the state.

Commonly mentioned subjects for this topic included:

- A large majority of the comments focused on maintaining the existing roadway network for travel and freight.
- Most comments highlighted the need to focus more on roadway maintenance and less on roadway expansion or other modes that do not provide perceived economic benefit. These comments often urged proactive maintenance and inspection.
- Some comments focused on maintaining roadway and bridges to ensure safety of travel and avoid damage to vehicles from things like potholes.
- Some commenters encouraged the use of different materials to provide a longer-lasting, higher quality roadway surface.
- Rural roadways were highlighted by some as in need of repair.

### Sample Responses:

#### **INFRASTRUCTURE MAINTENANCE**

"Too many roads and streets are full of potholes and need to be fixed. The worse are along the beginning or end of and on Interstate on/off ramps."

"Focus on maintenance and preservation of the existing system rather than expansion of new highways and roadways."

"Ensuring that transportation infrastructure is resilient and regularly maintained to avoid failures that would drastically impact the economy."

"Maintaining the interstates and major highways during winter storms. Funding to get more plows out during storms to keep the major roadways pass hazardous."

"Stop the 5-10 year band-aid projects and get back to really fixing the infrastructure problems we have. We are wasting money by not addressing the real problems and just throwing new pavement down."



## Safety

Safety topics were mentioned within 360 comments. Commonly mentioned subjects for this topic included:

- Bike and pedestrian safety a common theme.
- Improved signage was noted by some.
- Driver behavior, reckless/distracted driving, and speeding are top concerns.
- Infrastructure concerns also include railroad crossings, intersections (red light running), and roadway maintenance.
- Respondents are concerned primarily with driver behavior.
- Education for how to navigate roundabouts.
- Concern for vulnerable road users.

### Sample Responses:

#### **SAFETY**

"Wisconsin needs better railroad crossings from a safety perspective."

"Changing driver behavior to reduce distracted driving and improve attentiveness behind the wheel is critical to improving the safety and efficiency of our transportation system."

"Creating motorcycle awareness and teaching other drivers how to interact with motorcycles on the roads appropriately."

"Actually enforcement, radar, or cameras. People disregard the laws and signs because they know there will be no consequences."

"Drunk driving is still a major problem in our state."

"Bigger wider roads in communities make it more dangerous for pedestrians."

"Drivers are becoming more and more impatient in work zones and in winter driving conditions. The DOT needs more initiatives to slow drivers down and make sure they are paying attention in work zones."



## Environment

The environment was a theme mentioned by many respondents, with over 300 comments relating to the environment in some way. Commonly mentioned subjects for this topic included:

- Many comments focused on the ways WisDOT can protect species and existing ecosystems through environmentally conscious plantings, wildlife crossings, reducing noise pollution, and utilizing better materials for construction and operations.
- Many respondents voiced support for the reduction of fossil fuel use through investment in non-automobile modes.
- Many comments noted the potential for climate change to be a major force by 2050 and urged action to combat the issue.
- General support for alternative fuels and supportive infrastructure was voiced by many participants.
- Some comments focused on existing air quality issues and the desire for strategies to reduce air pollution.

### Sample Responses:

#### **ENVIRONMENT**

"Shifting away from our reliance on fossil fuels and creating environmentally-conscious transportation systems that are effective and safe will be a critical area of development in the next quarter century."

"Promote increased material recycling on projects and integrate native species into WisDOT right of way when re-establishing vegetation."

"Reducing dependence on fossil fuels and encouraging development of hybrid and alternative fuel methods of transportation."

"Switch to electric vehicles with renewable energy charging stations."

"Nature corridors for animal movement (over or under infrastructure)."



## Technology

Technology is a broad topic that was touched on by some respondents with primary focuses being electric vehicles and automated and connected vehicles.

Commonly mentioned subjects for this topic included:

- Many respondents voiced support for planning to accommodate alternative fuels, especially electric vehicle charging infrastructure. Some participants made recommendation for fossil fuel reductions or elimination by 2050.
- Connected and automated vehicles were a common topic with many Wisconsinites voicing support for planning to accommodate these new technologies and working with automobile manufacturers and industry experts to put Wisconsin on the cutting edge.
- Some comments called for emerging transportation ideas like hyperloop, solar powered roadways or modes utilizing magnetic infrastructure. A few comments discussed tolling technology.

### Sample Responses:

#### **TECHNOLOGY**

"Autonomous and/or connected vehicles have the potential to save a tremendous amount of resources and significantly reduce traffic fatalities. This should be a high priority with national standards and coordinated programs to implement systems in areas with the highest potential positive impact first."

"Wisconsin should be a leader in new transportation technologies such as autonomous vehicles and reversible lanes. Transportation demand management will help freight move efficiently and make commutes for the workforce manageable."

"Electric Vehicles will be here in no time ... so prepare infrastructure to accommodate !!!"

"Enact laws and policies that lead to faster adoption of self-driving cars."

"2050 could bring quite a bit of change. Technology and transportation advancements just in the past 5-10 years has started to change the way we utilize our transportation network. I hope that as these changes continue to occur, we as a state can adapt with them to stay ahead."



## Mode Connectivity

Over 100 comments touched on connections between different modes. The comments had a diverse range of suggestions and support. Commonly mentioned subjects for this topic included:

- Many of the comments focused on rail, transit, and airport connections.
- Some respondents voiced general support for connectivity, noting that all modes should be connected to allow for seamless travel across the state and our cities.
- Bicycle and pedestrian connections were also highlighted by respondents as they highlighted the need for connections between trail networks, destinations, and other modes of travel.

### Sample Responses:

#### **MODE CONNECTIVITY**

"Multi mode transportation systems. Don't just concentrate on personal vehicles. Mass transit and pedestrian/bicycle facilities and networks need to be given equal attention."

"The future of transportation is multi-modal. To encourage people to use a multi-modal system, we must make it accessible, connective, and well advertised."

"Investments in technologies and methods to reduce single occupant vehicle miles traveled and shift them towards multi-modal and more sustainable options."

"The state should coordinate multi-model stations (airport, intercity bus, intracity bus, train) where the cost can be recovered via user fees."

"I recommend Transportation hubs be established. Like Park and Ride Lots with additional parking (maybe even elevated structures) where people can drive to, and pick up local transit, BRT, shuttles, etc. One hub could be a P&R lot in Wauwatosa area, one at State Fair Park, Goerke's Corners, County KR, etc. From these lots would be connectivity to the downtowns, MRMC, Airport, Amtrak stations. Schedules would be meshed with little to no waiting time."





## Equity

Over 150 comments indicated themes of equity. Commonly mentioned subjects for this topic included:

- Historically marginalized populations, such as low-income, minority, elderly and those with disability and called for all transportation planning to account for and prioritize the needs of these groups.
- Equity concerns often supported investment into Wisconsin's public transportation options, highlighting that many populations within Wisconsin do not have access to a car.
- Differences between the transportation needs and funding between rural and urban/suburban areas of the state and striking a balance between the needs of urban and rural areas.
- Accessibility and the need for our transportation network to provide accessibility for all income groups to jobs, food, and other quality of life needs.
- Unequal environmental impacts of some transportation modes in urban areas with a desire for more environmentally friendly transportation.
- Differences in investment in different modes was also a common topic as many commenters felt a disproportionate amount of investment was directed towards roadways, with a desire for more investment in non-automobile transportation.
- Need for renewed focus on tribal needs and coordination.
- Strong support for Complete Streets and a network accessible to all users.

### Sample Responses:

#### **EQUITY**

"We need to continue making serious progress toward planning and funding investments in public transportation, walking, biking, and smart technology to manage safe and interconnected systems. Providing mobility options for people of all ages and abilities supports a happier, healthier, and more economically active and independent population."

"Securing reliable and affordable transportation that doesn't put financial barriers in front of users. Equitable access to all transportation options across all social economic statuses is essential."

"Many affordable housing options in Wisconsin (rural) do not have proper access to public transportation. For people living just above or below the poverty line, they have to choose between affordable housing or affordable transportation."



## Rural

Over 100 comments were related to rural areas. Most comments focused around ensuring investment in rural areas of the state. Commonly mentioned subjects for this topic included:

- Most commenters that mentioned rural areas highlighted the need for equal investment compared to other areas of the state.
- Road maintenance was another key rural theme as participants called out rural roadways in need of repair.
- Some respondents highlighted the need for increased investment in rural transit connections and connection to jobs.

### Sample Responses:

#### **RURAL TRANSPORTATION**

"Our highways and bridges are failing, especially in rural Wisconsin. Some area in northern Wisconsin feel like your in the 50's with gravel roads and roads that are not maintained."

"Rural areas need to be prioritized for transportation for elderly. There is nothing."

"I would love for Wisconsin as a whole to become more pedestrian friendly and make it possible for people who live in rural communities to live without a car."

"Transit options in smaller and rural communities, and basic intercity connections via bus or rail are sorely lacking in Wisconsin. As a non-car owner I find it absurdly easier to travel to other states or countries than it is to travel within much of my own state."

"Connecting rural areas with the cities where the necessary services are, like hospitals, treatment programs, and social support functions (food banks, support groups)."



## Freight

Freight was a topic touched on by approximately 80 comments. Commonly mentioned subjects for this topic included:

- Support for investing in transportation to support the efficient movement of goods.
- Some commenters voiced support for investments in freight rail to reduce the freight burden on roadways.
- Some respondents noted concern for the impact to roadways from freight shipping, focusing on the weight of trucks and appropriate taxing on those industries to make sure that business pays their "fair share."
- A few comments supported planning for future changes to freight brought about by autonomous and connected freight vehicles.

### Sample Responses:

#### **FREIGHT**

"Wisconsin is famous for our agricultural and industrial products. We are handicapped by our lack of a cost effective and efficient method to load and ship containers by rail."

"Tax or fee on packages delivered within the state by carriers such as UPS, Amazon, FedEx. People order online saving themselves a trip, but transportation systems are still used."

"Improve the last mile service for the goods to customers."

"Long distance travel and shipment in Wisconsin should move toward self driving vehicles to reduce energy consumption, improve transportation times and reduce crashes."

"I think anyone can see that we do need to help our farmers and manufactures get their goods where they need to go, this pandemic has showing how woefully inadequate our transportation system is and we need to help."



## Accessibility

Respondents from across the state mentioned concerns and thoughts on access for non-drivers including people with disabilities, with over 50 comments on the subject. Commonly mentioned subjects for this topic included:

- Many respondents felt that transportation for those with disabilities was not prioritized citing limited investment and resources devoted to their specific needs.
- Many comments also highlighted the unique needs of the disabled community to access jobs and education with existing services providing limited times and unreliable service.
- Some participants felt that existing resources for disabled people were concentrated in urban areas and that a lack of rural services limited livability outside of urban areas.
- A need for improved transit resources for the disabled community as parents made note of the existing service lack of usability (timing, frequency, availability) for many families with disabled members.
- Some respondents focused on designing our transportation system to account for disabilities and impairments that come with age as Wisconsin grows older and people live longer.

### Sample Responses:

#### **ACCESSIBILITY**

"Transportation is often cited as the biggest barrier for people with disabilities, people who are low income, and the elderly to engage with the community around them. Effective and affordable transportation is necessary for our community to reach its fullest potential. It is heartbreaking when I miss out on opportunities because I don't have access to reliable public transportation."

"Small rural communities need help funding transportation for special needs persons. We have a number of residents mobility-impaired residents who have no choice but to travel on the street in their chair."

"With self-driving vehicle, it is IMPORTANT to ensure that they are accessible to all, including persons with disabilities."

"The population of people with visual impairment is expected to double by 2030 because the baby-boomers are aging. It will be important to remember this as future transportation plans are being considered."

"Ensure transportation is ADA compliant and beyond, fully accessible to people with disabilities."



## Tourism

Tourism was touched on by more than 50 comments. Most of the comments centered around investments in transportation that would help or hurt tourism.

Commonly mentioned subjects for this topic included:

- Many comments focused on passenger rail and recreational trails as a key investment to grow and maintain tourism activity in Wisconsin.
- Some comments centered around tolling and taxes with some respondents feeling that increased taxes or tolls would hurt tourism.
- Some comments also highlighted Wisconsin's natural environment as a key tourist attraction, highlighting that WisDOT should make efforts to maintain those features.
- Accessibility to tourist destination was also noted by some, with a desire for non-automobile access to Wisconsin's tourist destinations/regions.

### Sample Responses:

#### **TOURISM**

"Bike trails are great for tourism and support of small communities. Build the route of the badger out completely to help connect bike tourism dollars to small communities."

"Wisconsin has some beautiful sights, and it sure would be nice for Wisconsin to make sound long-lasting roads a priority."

"High speed rail! That way people can travel for business and tourism faster with having less of an impact on the environment."

"We are considered a tourist state with a thriving economy and we need the safest roads for ourselves and visitors."

"I expect that we will continue to see heavy weekend traffic from our cities and urban areas to recreation and second-home destinations. Targeting transportation options toward these users by incorporating easy baggage handling and local shuttles would improve safety, create an enjoyable experience for users and improve access for more travelers to these destinations. This would also create platforms for transportation investment in more rural areas that could benefit local users."



### E.3.3 MAIN THEMES

Following mode and topic tagging, individual comments were reviewed by the project team to determine common sentiments and themes that emerged from the comments. These themes do not incorporate every comment from Wisconsinites but provide insights into what is important to Wisconsin residents. Comments included broad and diverse opinions from people throughout Wisconsin. All comments were considered during the Connect 2050 planning process. Please note that survey responses were voluntary and are not a representative sample of Wisconsin's population. The main themes to emerge from the comment analysis were:

- Increase attention to roadway maintenance and state of good repair.
- Increase focus on alternatives to driving such as transit, rail, bike and pedestrian, and integrating connections among modes.
- Invest in existing and new passenger rail corridors and expanding freight rail facilities.
- Provide sustainable funding sources and carefully assess funding options such as gas tax increases, tolling, and mileage-based user fees.
- Invest in a fully accessible network to achieve equity for low-income, elderly, disabled, and rural populations.

- Protect our natural environment as a valuable amenity for Wisconsinites and tourists and reduce vehicle emissions.
- Improve roadway safety with a focus on curbing distracted, drunk, and reckless driving.
- Continually improve Wisconsin's highway corridors to maintain our economic competitiveness.
- Focus on infrastructure and design that supports alternative fuels, connected and autonomous vehicles.
- Appropriately size transportation infrastructure for smooth traffic flow without over-building.

WisDOT is utilizing these themes along with the more than 2,400 unique comments that were submitted as part of the Pre-Draft Plan phase to understand Wisconsinites' opinions about the future of transportation. The comments and themes will be further reviewed and considered as WisDOT develops the draft plan.





## Attachment E-1. Pre-Draft Plan Survey

Connect 2050 Online Survey..... E-1-2

Survey Summary .....E-1-22

Let's Connect Wisconsin!



Over the next 30 years, Wisconsin is going to change in ways that affect how people and products get from place to place. Picture things 30 years into the future—what will the world look like in 2050? What transportation issues should we focus on to get there? Let's get started!

## Prioritize Transportation Planning Focus for Wisconsin

What do you think should be a priority during the planning process? For this activity, you have \$100 that you can allocate between the six focus areas below. Use the sliders to spend funds however you prefer – the more money in an area indicates it is a higher priority for you. **Keep in mind that your budget is \$100**, and you cannot submit your response if you are *over* or *under* budget.

What do you think should be a priority during the planning process? For this activity, you have \$100 that you can allocate between the six focus areas below. Use the sliders to spend funds however you prefer – the more money in an area indicates it is a higher priority for you. **Keep in mind that your budget is \$100**, and you cannot submit your response if you are *over* or *under* budget.

	Distribute your funds
<b>Economic Vitality:</b> Maintain and improve the state's transportation system so it is responsive to global and regional economic needs and changing conditions.	<input type="text"/>
<b>Safety and Security:</b> Create a system that is safe for all users, and flexible in preventing, preparing for, and coordinating responses to any incident whether natural or man-made.	<input type="text"/>
<b>Quality of Life and Natural Environment:</b> Implement and manage a system that balances transportation needs with the natural environment and resource conservation.	<input type="text"/>
<b>System Integration and Connectivity:</b> Bring modes of transportation together to provide a properly integrated system.	<input type="text"/>
<b>System Management:</b> Utilize cost-effective preservation and maintenance techniques to maximize transportation investments.	<input type="text"/>

You are under budget by:



## Choose a Transportation Planning Focus Area

Below are six key focus areas. For each focus area that is important to you, please select an icon to explore further and answer the related questions.

☐ **Economic Vitality**

Maintain and improve the state's transportation system so it is responsive to global and regional economic needs and changing conditions.



☐ **Safety and Security**

Create a system that is safe for all users, and flexible in preventing, preparing for, and coordinating responses to any incident whether natural or man-made.



☐ **Quality of Life and Natural Environment**

Implement and manage a system that balances transportation needs with the natural environment and resource conservation.



☐ **System Integration and Connectivity**

Bring modes of transportation together to provide a properly integrated system.



☐ **System Management**

Utilize cost-effective preservation and maintenance techniques to maximize transportation investments.



☐ **Funding and Project Costs**

Plan for transportation funding by considering a number of factors.



[Return to budget question](#)

[Explore this focus area](#)

You Picked:

## Economic Vitality

Let's learn more about this focus area.



**Transportation supports the economy** by providing connections for people and goods via roads, transit, and freight movement. It is critical to ensuring people can get to destinations and products can get to market and to customers.

*Please read through and prioritize each topic below.*

**A robust freight supply chain where improved rail shipment access, reliability, truck freight, and air freight contribute to economic growth**

How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

**Water transportation options for ships, barges, and ferries for Wisconsin's manufacturers, farms, and tourists**

How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

**Affordable options for local producers and shippers to move goods**



**Affordable options for local producers and shippers to move goods**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**Airports can accommodate larger business airplanes or more air cargo to provide local business growth opportunities**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**Keeping highways, bridges, and local roads in good condition to support the movement of people and products**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**Reliable access to tourist and recreational destinations statewide**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**Transportation options that support economic growth**



How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

Transportation options that support economic growth while protecting the environment and reducing reliance on fossil fuels

How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

What other transportation-related issues do you feel are important for a strong economy in the future? Please explain below:

You may return to the main Planning Focus Areas screen, or continue on to submit your responses. **If you return to explore another focus area, your responses above will be saved and included in your submission.**

Return to focus areas

Finish and submit

You Picked:

## Safety and Security

Let's learn more about this focus area.



**Safe and secure travel will always be a critical component** of the transportation system in the state of Wisconsin. Establishing "safety and security" means that the transportation system is safe for all users and secure against man-made or natural disasters.

*Please read through and prioritize each topic below.*

### Changing driver behavior to reduce distracted driving and improve attentiveness behind the wheel

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

### Roadway features such as speed limits signs, traffic signs, guardrails, pavement markings, etc.

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

### Safe railroad crossings with signals, barriers, warning bells, etc.

How high of a priority is this topic?



**Safe railroad crossings with signals, barriers, warning bells, etc.**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**Dedicated funding for statewide transportation safety programs and projects (example: Highway Safety Improvement Programs and Safe Routes to School Programs)**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**A transportation system built to withstand extreme weather or other natural disaster effects**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**Technology that improves transportation system safety (example: ramp meters, electronic message signs, signalized pedestrian crossings and emergency response-coordinated traffic signals)**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

Technology that improves transportation system safety  
(example: ramp meters, electronic message signs,  
signalized pedestrian crossings and emergency  
response-coordinated traffic signals)

How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

What other transportation-related issues do you feel are  
important for increasing transportation safety and  
security in the future? Please explain below:

*You may return to the main Planning Focus Areas screen, or continue on to submit your responses. **If you return to explore another focus area, your responses above will be saved and included in your submission.***

Return to focus areas

Finish and submit



You Picked:

## Quality of Life and Natural Environment

Let's learn more about this focus area.



**Transportation affects Wisconsin's quality of life and the natural environment** by providing access to goods and services, and access to recreational opportunities. Transportation also impacts the environment by reshaping natural landscapes during and after projects are constructed.

*Please read through and prioritize each topic below.*

### Better air quality as a result of reduced transportation emissions

How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

### Protection of the natural environment during transportation projects (example: preserve protected resources and species, and minimize environmental impacts)

How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

### Transportation plans and infrastructure projects

**Transportation plans and infrastructure projects integrated with local plans that identify residential and commercial growth areas for the community**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**Planning and project decision-making processes that specifically include minority and low-income voices**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**Transportation infrastructure design and features make the experience of living in or visiting positive and memorable**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**What other transportation-related issues do you feel are important for supporting strong communities and Wisconsin's natural environment? Please explain below:**



Transportation infrastructure design and features make the experience of living in or visiting positive and memorable

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

What other transportation-related issues do you feel are important for supporting strong communities and Wisconsin’s natural environment? Please explain below:

You may return to the main Planning Focus Areas screen, or continue on to submit your responses. **If you return to explore another focus area, your responses above will be saved and included in your submission.**

Return to focus areas

Finish and submit

You Picked:

## System Integration and Connectivity

Let's learn more about this focus area.



**Transportation connection and connectivity** means switching from one mode of transportation to another. This could be a trip where you walk to a bus stop, where you take that bus to the train station or regional airport.

*Please read through and prioritize each topic below.*

**Improved access to transportation options for people with disabilities, older residents, or those who choose not to drive or own a car**

How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

**Better connections between different types of transportation, such as bus to airport, park-and-ride near bus stop, and walking to transit**

How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

**Increased frequency of passenger rail service (example:**



**Increased frequency of passenger rail service (example: trains running more frequently between Chicago, Milwaukee and Minneapolis)**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**Increase the number of cities in WI served by Amtrak**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**More city-to-city, long-distance bus options across Wisconsin**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**Airports that are accessible for passenger travel**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**Spread awareness of various travel options available in your community**

How high of a priority is this topic?

**Spread awareness of various travel options available in your community**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**Connections for bicycling and walking are improved and expanded**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**Technology advancements facilitate and improve transportation connections (example: a new rideshare smartphone app, improved Internet access on transit)**

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

**What other transportation-related issues do you feel are important for supporting increased transportation connections and connectivity across the state? Please explain below:**



Technology advancements facilitate and improve transportation connections (example: a new rideshare smartphone app, improved Internet access on transit)

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

What other transportation-related issues do you feel are important for supporting increased transportation connections and connectivity across the state? Please explain below:

You may return to the main Planning Focus Areas screen, or continue on to submit your responses. **If you return to explore another focus area, your responses above will be saved and included in your submission.**

Return to focus areas

Finish and submit

You Picked:

## System Management

Let's learn more about this focus area.



**Infrastructure maintenance through the asset management approach** targets the right fix, at the right location, at the right time to a road, bridge, trail, or other infrastructure. The goal is to be as cost-effective as possible with limited transportation funding availability while maintaining the quality and useful life of infrastructure.

*Please read through and prioritize each topic below.*

**Innovative design standards and methods are used to maintain and preserve the condition of Wisconsin's roads and bridges**

How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

**Roads that are efficiently maintained and repaired through engineering analysis and maximizing available funding**

How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

**Bicycle and pedestrian facilities (such as sidewalks, curb**



**Bicycle and pedestrian facilities (such as sidewalks, curb ramps, and bicycle lanes) are well-maintained**

How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

**Local community infrastructure (such as local roads and streets, transit vehicles, and trails) are well-maintained**

How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

**What other transportation-related issues do you feel are important for supporting overall infrastructure maintenance in Wisconsin? Please explain below:**

*You may return to the main Planning Focus Areas screen, or continue on to submit your responses. **If you return to explore another focus area, your responses above will be saved and included in your submission.***

[Return to focus areas](#)

[Finish and submit](#)

You Picked:

## Funding and Project Costs

Let's learn more about this focus area.



**Transportation funding for all modes** of travel is a complex and often-debated transportation planning topic. Industry dynamics such as more fuel-efficient vehicles, electric vehicles, and other technologies could impact traditional revenue sources.

*Please read through and prioritize each topic below.*

### Sustainable and predictable funding sources for transportation

How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

### Funding sources for transportation—other than the gas tax—are explored and implemented where feasible

How high of a priority is this topic?

High Priority

Medium Priority

Low Priority

No opinion

### Further exploration of tolling as a way to contribute to transportation funding in Wisconsin

How high of a priority is this topic?

Further exploration of a mileage-based user fee (based on actual miles driven) as a way to contribute to transportation funding

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

Partnerships with private businesses and organizations help to fund transportation projects

How high of a priority is this topic?

High Priority	Medium Priority	Low Priority	No opinion
---------------	-----------------	--------------	------------

What other transportation-related issues do you feel are important for seeking out and securing project funding?  
Please explain below:

*You may return to the main Planning Focus Areas screen, or continue on to submit your responses. **If you return to explore another focus area, your responses above will be saved and included in your submission.***



## STATEWIDE SURVEY SUMMARY

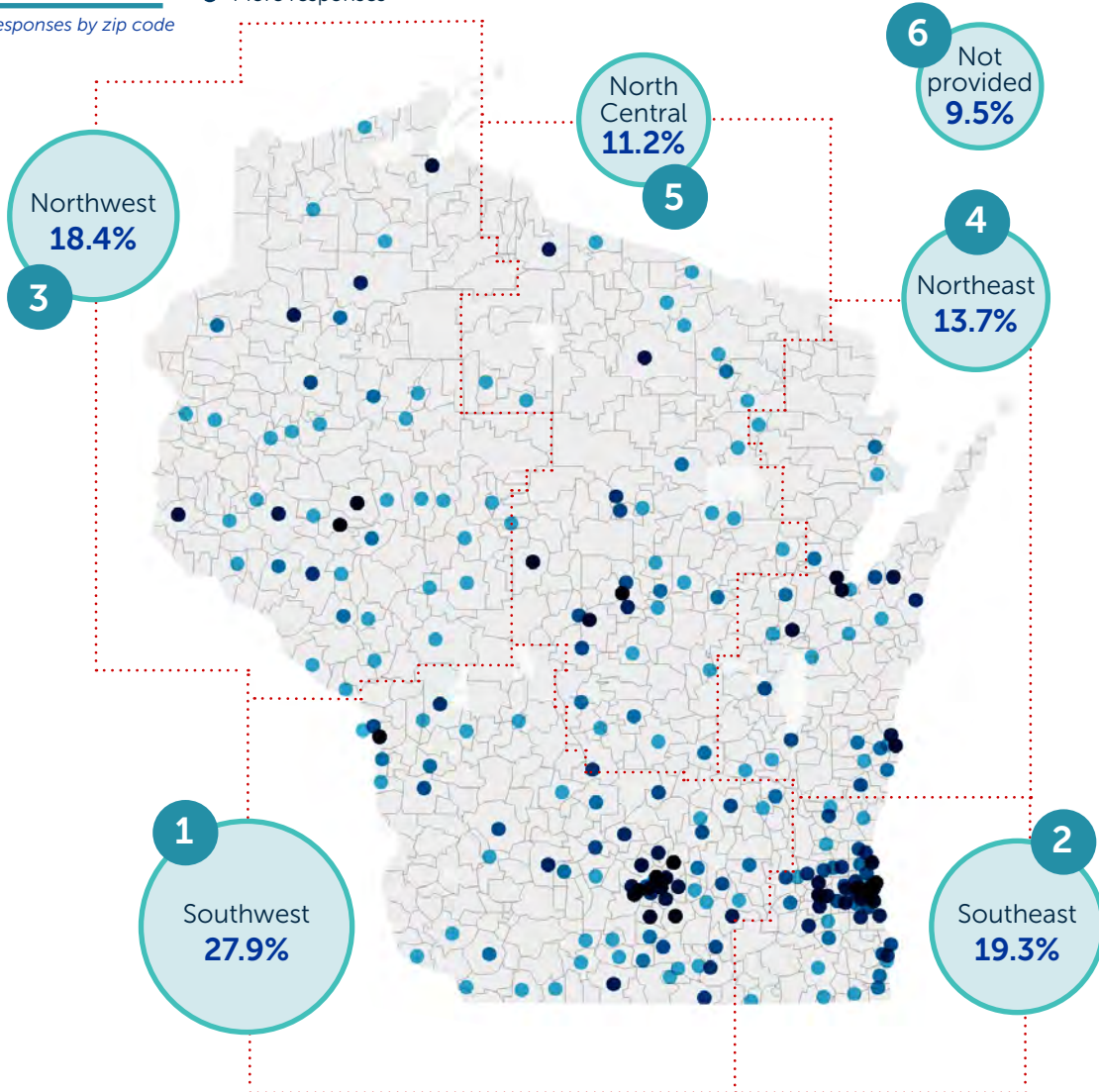
TOTAL RESPONSES: 2,231

Who we talked to?

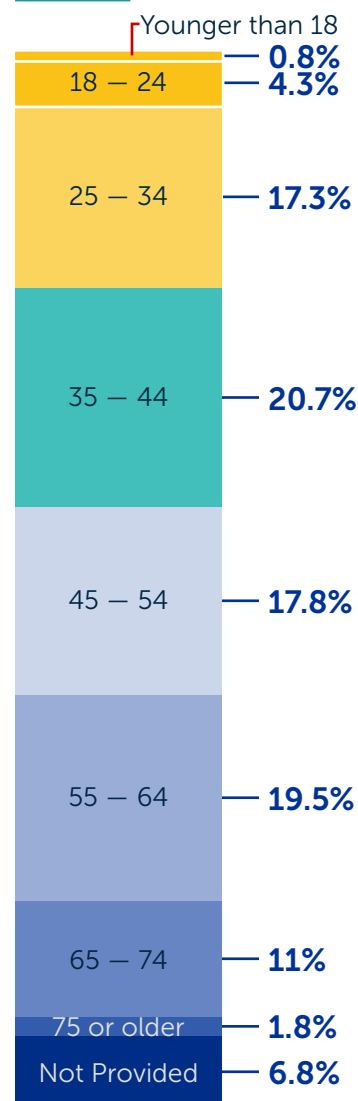
### BY REGION

Responses by zip code

- Fewer responses
- More responses



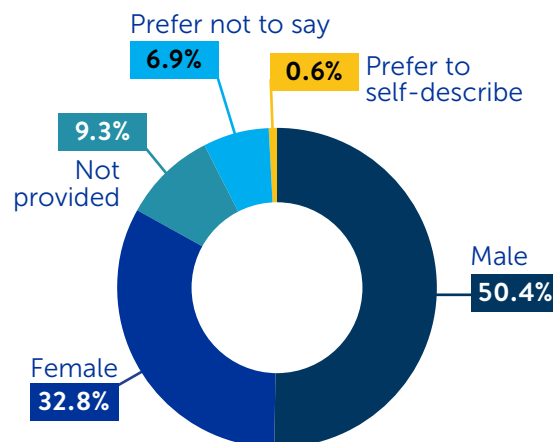
### BY AGE



### BY RACE/ETHNICITY



### BY GENDER



## STATEWIDE SURVEY SUMMARY

TOTAL RESPONSES: 2,231

What we heard?

### FOCUS AREA RESULTS

Your budget

We gave Wisconsinites **\$100** to spend on transportation.  
This is how you chose to spend it:

$$\text{\$} + \text{\$} + \text{\$} + \text{\$} + \text{\$} = \$100$$

#### QUALITY OF LIFE AND NATURAL ENVIRONMENT

Implement and manage a system that balances transportation needs with the natural environment and resource conservation.



#### ECONOMIC VITALITY

Maintain and improve the state's transportation system so it is responsive to global and regional economic needs and changing conditions.



#### SAFETY AND SECURITY

Create a system that is safe for all users, and flexible in preventing, preparing for, and coordinating responses to any incident whether natural or man-made.



#### SYSTEM INTEGRATION AND CONNECTIVITY

Bring modes of transportation together to provide a properly integrated system.



#### SYSTEM MANAGEMENT

Utilize cost-effective preservation and maintenance techniques to maximize transportation investments.



**\$21.86**

**\$20.97**

**\$20.30**

**\$18.74**

**\$18.14**

Average amount spent on each focus area

## STATEWIDE SURVEY SUMMARY

TOTAL RESPONSES: 2,231

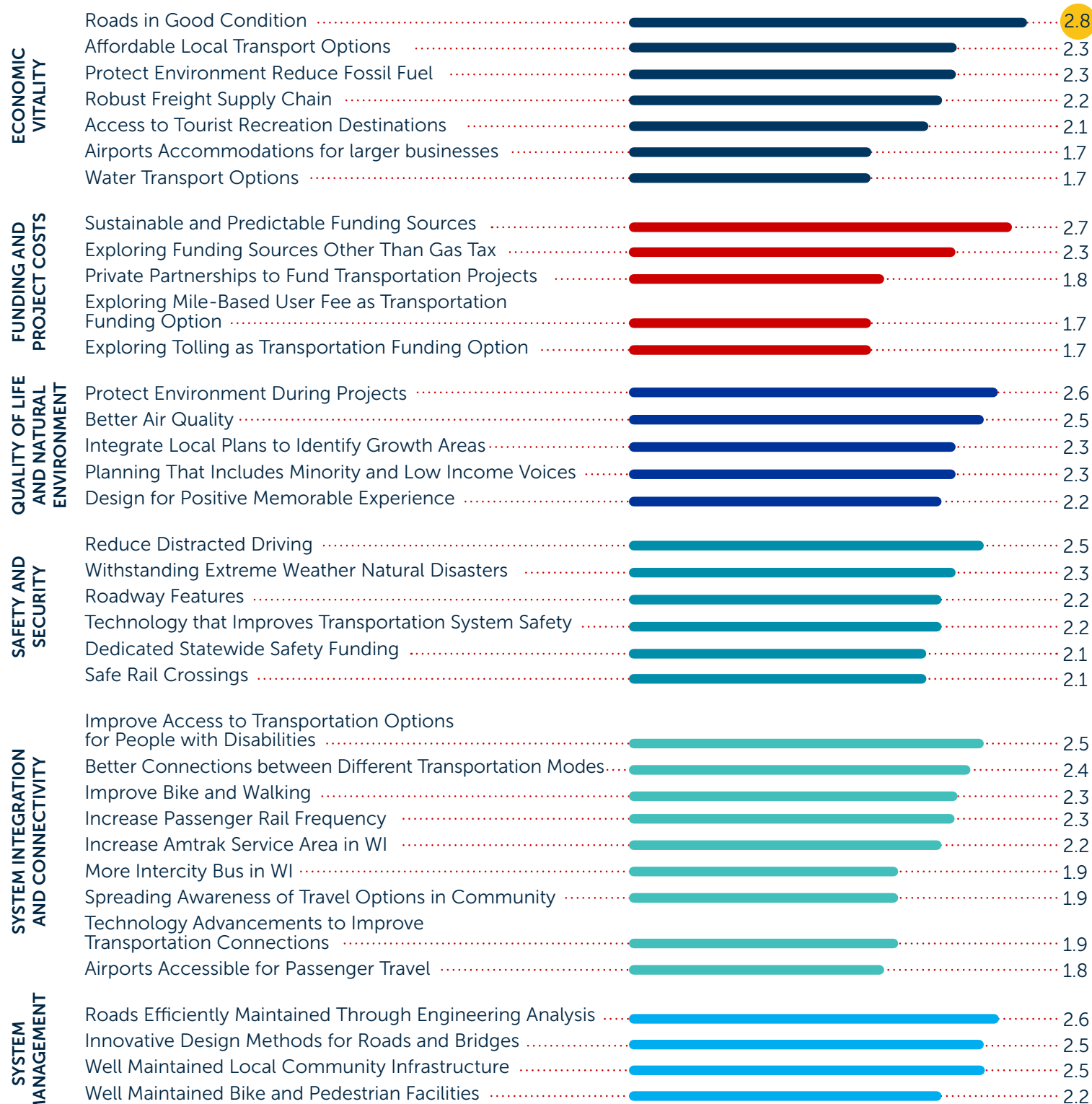
### Your priorities

① Low    ② Medium    ③ High    *Topics were rated separately within each focus area.*

Highest rated topic is Roads in Good Condition at **2.8** — a high priority for almost everyone!

### How did you rate topics within each focus area?

Average Rating







## Attachment E-2. Pre-Draft Plan Stakeholder Toolkit Materials

Stakeholder Presentation .....	E-2-2
Plan Overview Handout.....	E-2-12
Trend Factsheets .....	E-2-13
Print Survey .....	E-2-19
Comment Form.....	E-2-29
Project Worksheet.....	E-2-21

Not included in this Attachment: Stakeholder Toolkit video and translated factsheets (Spanish and Hmong)



# Wisconsin's Statewide Long-Range Multimodal Transportation Plan

WISCONSIN DEPARTMENT OF TRANSPORTATION  
Bureau of Planning and Economic Development

October 2020



# What is Connect 2050?

A transportation policy plan that is:

- **Statewide:** Plan's vision and goals guide WisDOT's decision making for Wisconsin
- **Long-Range:** Looking ahead up to 30 years
- **Multimodal:** Impacts the whole transportation system including roads, ports, rail, transit, sidewalks and airports

Connect 2050 will include coordination with tribes, metropolitan planning organizations and regional planning commissions, and it will consider recommended policies from WisDOT's system, modal, corridor and/or project plans



# Plan Phases and Timeline



# Connect 2050 Vision and Goals

**Vision:** WisDOT envisions an integrated, multimodal transportation system that maximizes the safe and efficient movement of people and products throughout the state, enhancing economic productivity and the quality of Wisconsin's communities while minimizing impacts to the natural environment.

## Goals:



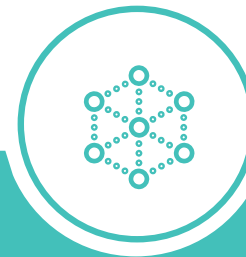
Economic  
Vitality



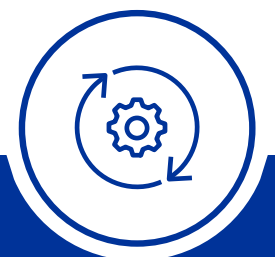
Safety  
and  
Security



Quality of  
Life and  
Natural  
Environment



System  
Integration  
and  
Connectivity



System  
Management





# What's in Our Transportation System?

WisDOT plans, builds, maintains, or financially supports all these types of transportation, which make up Wisconsin's statewide network:

✓ Airports

---

✓ Ports, Harbors and Ferry

---

✓ State Highways and Bridges

---

✓ Bicycles and Pedestrians

✓ Passenger Rail

---

✓ Freight Rail

---

✓ Transit

---

✓ Intercity Passenger Bus



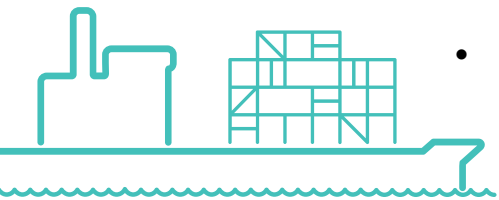
# Did You Know?



## Wisconsin's Transportation System Facts



- Wisconsin has about **115,000 miles of state and local roads** and almost **14,000 bridges**
- Each year, Wisconsin's commercial ports process more than **27 million tons** of goods valued over **\$3 billion**
- Freight rail companies in 2017 moved about **190 million tons** of cargo valued at more than **\$150 billion**
- State highways make up **10 percent of our roadway network**, but they carry almost **60 percent of all vehicle miles traveled** in Wisconsin each year
- **Over 123 airports** are projected to serve an estimated **15 million passengers** and local businesses annually by 2030
- Our **81 transit systems** completed 59 **million trips** during 2018
- Biking and walking accounted for almost **10 percent of passenger trips** here in 2017
- Amtrak's Hiawatha line between Milwaukee and Chicago, which transported **over 875,000 people** in 2019, is the **Midwest's busiest** passenger rail service



# Trends that Affect Transportation

The six trends below will influence how WisDOT makes decisions about managing our statewide transportation system well into the future.



# Did You Know?

## Trends that Affect Transportation



Wisconsin's **population** is projected to grow **13.5 percent** from **2010 to 2040**, with the **65+ population doubling** over this time, particularly in Wisconsin's northern and rural counties

**Mid-sized municipalities** are expected to account for **more than two-thirds** of Wisconsin's population growth by 2040



Annual statewide **vehicle miles traveled** (VMT) are forecast to grow from **65.9 billion** in **2018** to **82.9 billion** in **2050**

**Transit** is responsible for **3.5 percent** of all person miles traveled in the state



Of the **551** traffic fatalities in **2019**, **25 percent (140)** died in **alcohol-involved** crashes and **30 percent (163)** died in **speed-related** crashes.

Approximately **89 percent** of Wisconsinites wear safety belts. 100 percent compliance would **save about 44 lives and prevent 650 injuries** each year



# Did You Know?

## Trends that Affect Transportation



Wisconsin's Gross Regional Product (think state GDP) is expected to increase by **50.2 percent** and total per capita income will rise by **30.8 percent** from 2020 to 2050

Extra time spent driving in 2017 cost Wisconsin travelers a combined **\$517,189,927**



WisDOT has restored **over 5,800 acres of wetland** across the state since 1993

**4,500 electric vehicles** are registered in Wisconsin today, **producing half the emissions** as gasoline powered vehicles



WisDOT is **exploring** what introducing **Connected Vehicles** (CV) and **Automated Vehicles** (AV) to Wisconsin's roadways will mean for infrastructure, policy, administration, enforcement and communities

In 2020, WisDOT created the **Wisconsin Automated Vehicle External (WAVE) Advisory Committee** to gather stakeholder input and advise on CV- and AV-related planning priorities, policies, and impacts





# Give Your Feedback!

To build a truly shared vision for our transportation network, WisDOT is looking for input from all types of transportation users to help prioritize transportation needs.

Visit **[connect2050.wisconsindot.gov](https://connect2050.wisconsindot.gov)** to participate!



Attend Virtual  
Open House



Take Our  
Survey



Share a  
Comment



Subscribe  
for Updates



# Let's Connect Wisconsin!



## Planning NOW for the future of transportation in Wisconsin

### WHAT IS CONNECT 2050?

Connect 2050 is a long-term plan that contains policies for how best to achieve our vision and goals to support our economy, environment, and safe, efficient travel for everyone. It is a framework for making decisions about changes to and investments in our transportation system. It affects all types of transportation in our system—from roads to ports to sidewalks—throughout Wisconsin for the next 30 years.

### VISION

WisDOT envisions an integrated, multimodal transportation system that maximizes the safe and efficient movement of people and products throughout the state, enhancing economic productivity and the quality of Wisconsin's communities while minimizing impacts to the natural environment.

### GOALS



#### Economic Vitality

Maintain and improve the state's transportation system so it is responsive to global and regional economic needs and changing conditions.



#### Safety and Security

Create a system that is safe for all users, and flexible in preventing, preparing for, and coordinating responses to any incident whether natural or man-made.



#### Quality of Life and Natural Environment

Implement and manage a system that balances transportation needs with the natural environment and resource conservation.



#### System Integration and Connectivity

Bring modes of transportation together to provide a properly integrated system.



#### System Management

Utilize cost-effective preservation and maintenance techniques to maximize transportation investments.

### PROJECT SCHEDULE

SUMMER/FALL 2020	WINTER 2020/2021	WINTER 2021	WINTER 2022
Assess state of current transportation system, review trends, and get public input on transportation priorities.	Prepare draft plan and get public input through online and in-person events.	Update draft Connect 2050 plan based on public and stakeholder feedback.	Release the final Connect 2050 plan and provide a 30-day public comment period.

WE ARE HERE

### LET'S CONNECT

WisDOT wants to develop a shared vision for Wisconsin's transportation future, so we're engaging Wisconsinites throughout the planning process. Get involved by taking a survey, visiting our virtual open house or submitting a comment. Connect with us today!



Visit [connect2050.wisconsindot.gov](https://connect2050.wisconsindot.gov) for more information and to view our current engagement opportunities.

### CONTACT US

Alex Gramovot  
Wisconsin Department of Transportation  
P.O. Box 7913  
Madison, WI 53707-7913

Phone: (608) 266-9495

Email: [Connect2050@dot.wi.gov](mailto:Connect2050@dot.wi.gov)

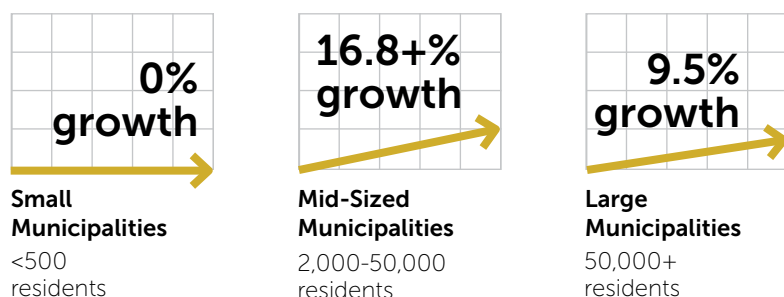


# Population

## WHERE WILL GROWTH HAPPEN THROUGH 2040?

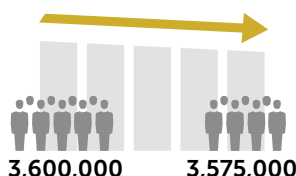
As illustrated below, projected population growth will not happen equally across all communities.

### WISCONSIN GROWTH THROUGH 2040



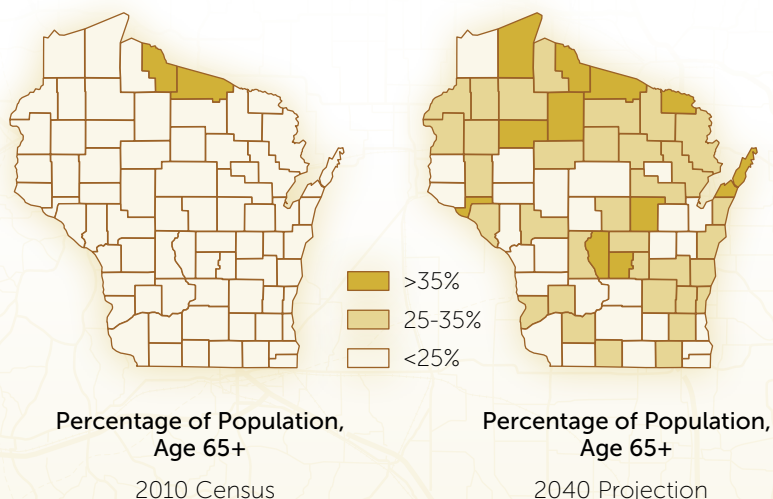
## WISCONSIN'S WORKING AGE POPULATION

The traditional working-age population in Wisconsin — ages 18 through 64 — is forecast to begin a slow decline during the 2020s and 2030s from approximately 3,600,000 to 3,575,000 in 2040.



## WISCONSIN'S SENIOR POPULATION

Wisconsin's 65+ population is expected to double from 2010 to 2040, particularly in Wisconsin's northern and rural counties.



## KEY FACTS

**13.5%**  
population growth  
from 2010 to 2040



Wisconsin's population in 2040 is projected to be nearly 6,500,000, a gain of over 800,000 people from 2010



According to the Wisconsin Dept. of Administration, growth from 2010-2040 is expected to follow **WISCONSIN'S INTERSTATE CORRIDORS** in and around existing urbanized areas

Mid-sized municipalities (2,000 to 50,000 residents)



account for **more than two-thirds of Wisconsin population growth** by 2040



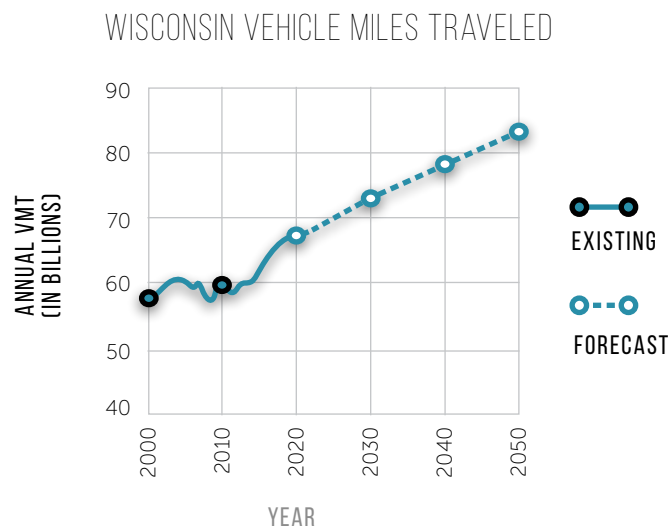
Connect2050.WisconsinDOT.gov



# Travel Patterns

## VEHICLE MILES TRAVELED

WisDOT anticipates the annual statewide vehicle miles traveled, or VMT, to go from 65.9 billion (2018) to 82.9 billion (2050), requiring our transportation network to accommodate increased use.

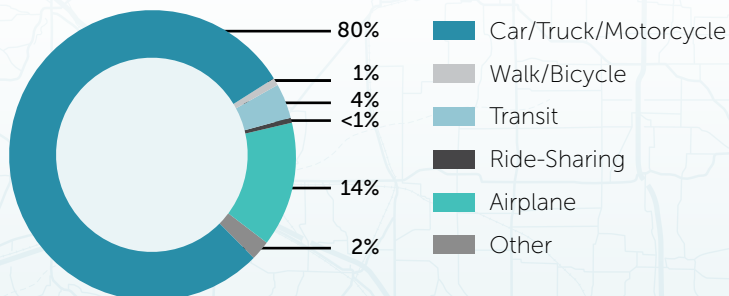


Economic and societal changes such as the Great Recession and the COVID-19 pandemic can impact travel patterns, causing short-term VMT reductions.

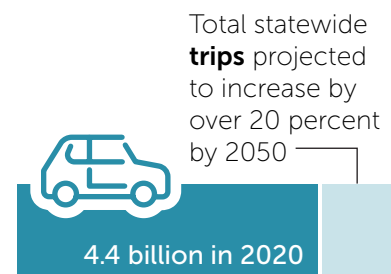
## MODE CHOICE

In Wisconsin, nearly 80 percent of person miles traveled (PMT) are by car, truck, or motorcycle. Airplanes, capable of covering large distances, account for just over 14 percent of PMT. Transit is responsible for 3.5 percent of PMT within the state.

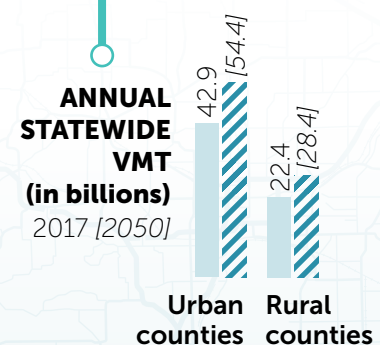
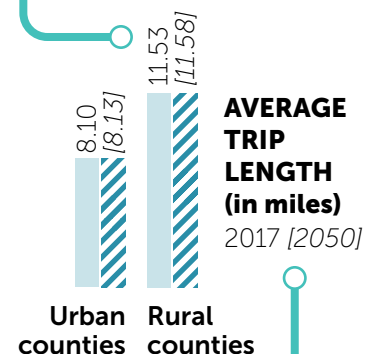
PERSON MILES TRAVELED BY MODE, WISCONSIN (2017)



## KEY FACTS



**5.3 billion**  
total statewide trips  
in 2050



**CONNECT  
2050**

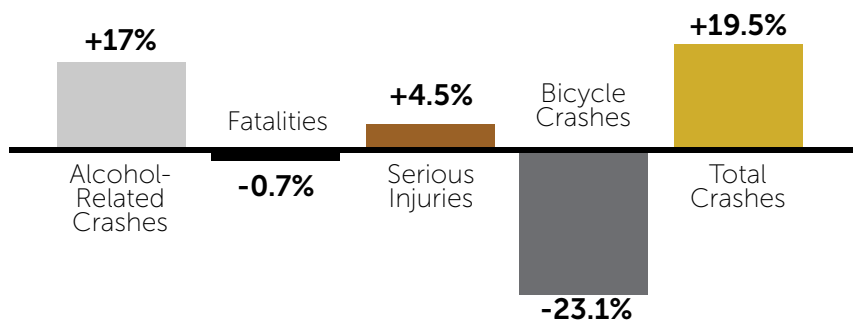
Connect2050.WisconsinDOT.gov

Sources available on file

# Safety

Between 2015 and 2019, Wisconsin's roadways averaged 136,007 crashes and 573 fatalities annually.

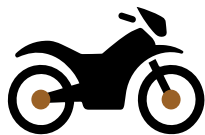
## SAFETY TRENDS ON WISCONSIN PUBLIC ROADS (2015-2019)



## CRASH STATISTICS



Of the 551 traffic fatalities in 2019, 25 percent (140) died in alcohol-involved crashes and 30 percent (163) died in speed-related crashes.



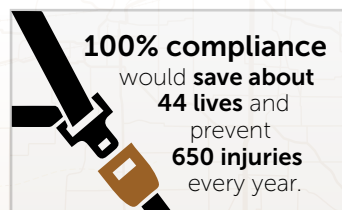
In 2019, when helmet use could be determined by the investigating officer, 65 percent of all motorcyclists killed in crashes were not wearing helmets.



Deer were the third most commonly struck object in Wisconsin (behind other vehicles and fixed objects), causing more than 18,400 crashes in Wisconsin (2019).

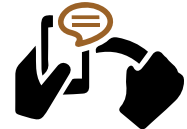
## SAFETY BELTS

Approximately 89 percent of Wisconsinites wear safety belts. About half of all passenger vehicle fatalities in Wisconsin are unbelted making an occupant almost 50 times more likely to be ejected from a vehicle in the event of a crash.



## KEY FACTS

In 2019, distracted driving crashes totaled 12,377 resulting in **5,273 injuries** and **26 deaths**



Between 2010 and 2019, an average of **37 vehicle-train incidents** occurred each year

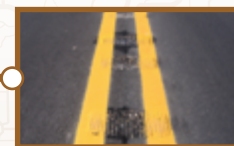


In 2019, **2,489 work zone crashes** resulted in 899 injuries and 17 deaths



**\$153.5 million** obligated (FY 2015-2019) to the Wisconsin Highway Safety Improvement Program to fund safety projects across the state

Center line rumble strips reduce head-on fatal and injury crashes by **45 percent on rural two-lane roads** and **64 percent on similar urban two-lane roads**



Connect2050.WisconsinDOT.gov



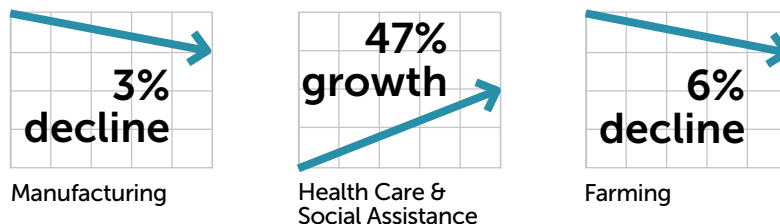


# Economic Activity

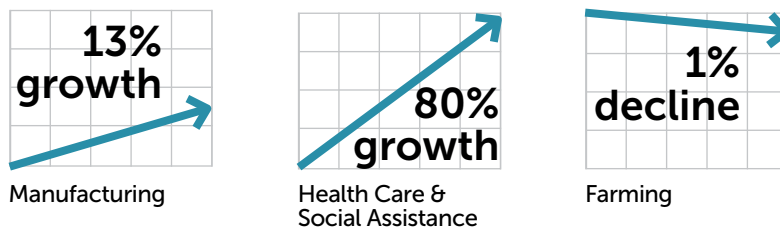
## INDUSTRY TRENDS

Projected changes in employment and earnings by industry can help provide a snapshot of how Wisconsin's economy might change by 2050.

### WISCONSIN EMPLOYMENT THROUGH 2050\*



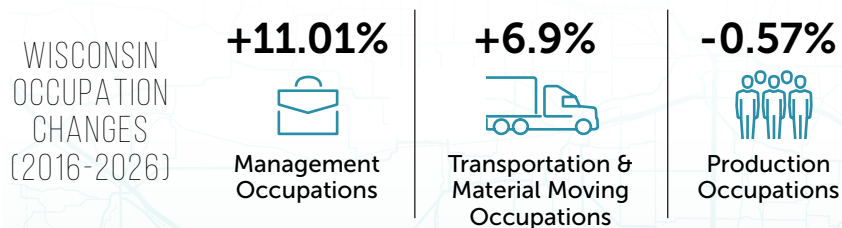
### WISCONSIN EARNINGS THROUGH 2050



\*Percentages based on the value of the 2009 dollar.

## OCCUPATIONS

Between 2016 and 2026, management and transportation occupations are expected to grow in Wisconsin. During that same period, production occupations, like manufacturing, are expected to decline slightly.



## TRAVEL DELAYS

Smooth flowing traffic increases the economic competitiveness of Wisconsin businesses while producing benefits for all travelers.



Extra time spent driving in 2017 in Wisconsin

16.4 million hours or \$517 million

## KEY FACTS

**30.8%** Total per capita income projected to rise from 2020 to 2050

**50.2%** Total Gross Regional Product (state gross domestic product) expected to increase between 2020 and 2050

Per FHWA, Wisconsin has the **9th most reliable highway system** in the U.S. according to the Interstate Truck Travel Time Highway Reliability measure (2017)

### \$3 BILLION

The approximate value of the more than **27 million tons of cargo** Wisconsin's commercial ports process annually

### \$150 BILLION

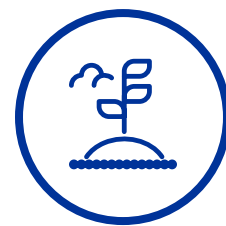
The approximate value of the **190 million tons of cargo** moved by Wisconsin freight rail companies in 2017



Connect2050.WisconsinDOT.gov

Note: The information included in this factsheet is based on estimates, projections and forecasts calculated prior to the COVID-19 pandemic.

Sources available on file



# Energy and Environment

## DID YOU KNOW?

WisDOT works to balance our system needs with a healthy environment and natural resources. Some of our activities include recycling pavement, seeding native plants along highways, wetland reclamation, using solar power at rest areas, reducing salt use, and planning for alternative fuels.

## AIR QUALITY

The Congestion Mitigation and Air Quality Program allocated \$33.2 million to transit, bike and traffic signal projects in Wisconsin for the 2020-2024 cycle.



WisDOT secured a \$1.5 million grant in 2018 from the Federal Transit Administration's Low or No Emission Program to acquire six battery electric buses for three rural transit agencies.

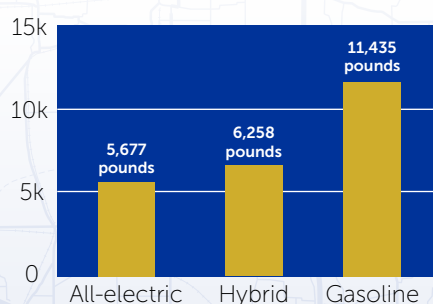
## ALTERNATIVE FUELS

Wisconsin's Interstate highways, (I-39, I-41, I-43, I-90, I-94, I-535) and US 53 and US 151 have been designated as Alternative Fuel Corridors to create a national network of alternative fueling and charging infrastructure.



There are approximately **4,500 electric vehicles** registered in Wisconsin today

ANNUAL CO<sub>2</sub> EMISSIONS PER WISCONSIN VEHICLE



## KEY FACTS

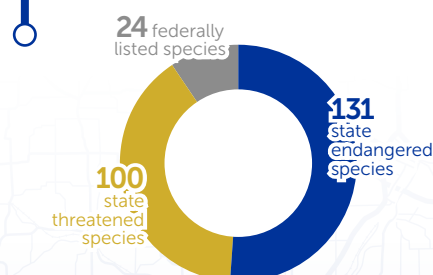
For every **acre** of wetland impacted by highway projects,



**1.4 acres** are restored within the state

Since 1993, WisDOT has restored 5,800 acres of wetlands in the state

Living snow fences — strategically planted trees and shrubs — resulted in **50-75 percent fewer winter weather-related crashes** and provide habitat for pollinators including the endangered Rusty Patched Bumble Bee



To help protect the **200+ at-risk species in Wisconsin**, WisDOT plants native seed mixes, reduces roadside mowing, sets aside habitat and preserves remnant prairie sites



**CONNECT 2050**

Connect2050.WisconsinDOT.gov

# Connected and Automated Vehicles



By 2050, Wisconsin's transportation landscape will likely look very different. While some early CV and AV technology has already arrived, WisDOT continues to explore what introducing CVs and AVs to Wisconsin's roadways will mean for infrastructure, policy, administrative requirements, enforcement, and communities.

**Connected Vehicles (CV)**  
communicate with other vehicles and transportation infrastructure



**Automated Vehicles (AV)**  
operate with varying levels of human involvement

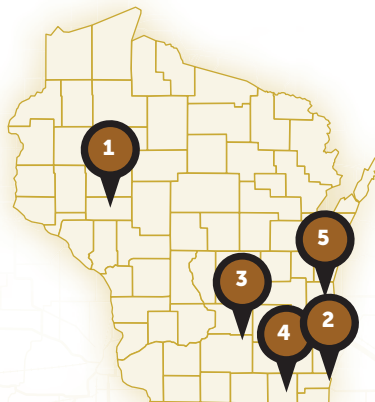
**Connected and Automated Vehicles (CAVs) utilize AV and CV technologies**

## WISCONSIN CAV RESEARCH

Wisconsin has a number of organizations and companies involved in CAV research, including the University of Wisconsin-Madison, University of Wisconsin-Milwaukee, MGA Research Corporation, TAPCO, the city of Madison, and the Wisconsin Department of Transportation.

### TEST FACILITY LOCATIONS

- 1 Eau Claire, WI**  
Chippewa Valley Regional Airport
- 2 Racine, WI**  
UW-Madison, Gateway Technical College & city of Racine
- 3 Madison, WI**  
UW-Madison & city of Madison
- 4 Burlington, WI**  
MGA Research
- 5 Elkhart Lake, WI**  
Road America



## WAVE ADVISORY COMMITTEE

In 2020, WisDOT created the Wisconsin Automated Vehicle External (WAVE) Advisory Committee. Consisting of representatives from the private sector, non-profit groups, various associations, academia, and other government agencies, the committee's goal is to gather stakeholder input and advice on CAV-related planning priorities, implementation policies, and impacts on the state's transportation system.

Sources available on file

## KEY FACTS



There is a high degree of uncertainty with CV and AV technologies. They are expected to **achieve anywhere from 10 percent to 90 percent market penetration nationally by 2050**



With the introduction of CAVs, data will enable **real time adjustments to traffic situations**

AVs may change **parking demand** which could affect roadway design and land use patterns



CAVs may platoon close together in the future, **changing traffic models and roadway planning**



Connect2050.WisconsinDOT.gov

# Help us plan for the future of transportation in Wisconsin



Over the next thirty years, Wisconsin is going to change in ways that affect how people and products get from place to place. Picture things 30 years into the future—what will the world look like in 2050?

*Tell us what you think should be a priority during the planning process with 1 being lowest priority and 5 being highest priority.*

	PRIORITY LEVEL					
	1	2	3	4	5	Little or No Interest
<b>Economic Vitality</b> Maintain and improve the state's transportation system so it is responsive to global and regional economic needs and changing conditions.						
<b>Safety and Security</b> Create a system that is safe for all users, and flexible in preventing, preparing for, and coordinating responses to any incident whether natural or man-made.						
<b>Quality of Life and Natural Environment</b> Implement and manage a system that balances transportation needs with the natural environment and resource conservation.						
<b>System Integration and Connectivity</b> Bring modes of transportation together to provide a properly integrated system.						
<b>System Management</b> Utilize cost-effective preservation and maintenance techniques to maximize transportation investments.						
<b>Funding and Project Costs</b> Plan to transportation funding by considering a number of factors.						

## TELL US MORE ABOUT YOURSELF:

Representation from all parts of the state is important to us. We'd like to know a little more about you in order to plan a better transportation system for everyone. The questions below are optional, anonymous, and will be used for planning purposes only.

Zip code: \_\_\_\_\_

Gender: \_\_\_\_\_

Race/ethnicity: \_\_\_\_\_

Age: \_\_\_\_\_



*Additional questions on the following page.*



Please complete the open-ended questions next to give provide us with a more complete picture of your transportation priorities.

## Tell us more about your transportation planning priorities

Please tell us more about the *top three planning priorities* you selected on the previous page.

### FOCUS AREA #1:

Write your selected focus area from the previous page here

1. Why do you think WisDOT should focus on this planning area?
2. How do we successfully implement this focus area into our plan?

### FOCUS AREA #2:

Write your selected focus area from the previous page here

1. Why do you think WisDOT should focus on this planning area?
2. How do we successfully implement this focus area into our plan?

### FOCUS AREA #3:

Write your selected focus area from the previous page here

1. Why do you think WisDOT should focus on this planning area?
2. How do we successfully implement this focus area into our plan?

### YOUR COMMENTS:

Is there anything else you would like us to know about transportation in the year 2050 in Wisconsin? Explain below:



**VISIT OUR ONLINE SURVEY** to provide additional feedback that will help us plan for the future of transportation in Wisconsin: [www.connect2050survey.com](http://www.connect2050survey.com)  
**VISIT THE PROJECT WEBSITE** to sign up for email updates: [connect2050.wisconsin.gov](http://connect2050.wisconsin.gov)



# Let's Connect Wisconsin!



Over the next 30 years, Wisconsin is going to change in ways that affect how people and products get from place to place. Picture things 30 years into the future—what will the world look like in 2050? What transportation issues should we focus on to get there? Let's get started!

## PRIORITIZE TRANSPORTATION PLANNING FOCUS FOR WISCONSIN

What do you think should be a priority during the planning process? For this activity, you have **\$100** that you can allocate between the six focus areas below. In the space provided, distribute your funds however you prefer – the more money in an area indicates it is a higher priority for you. *Keep in mind that your budget is \$100, and you cannot be over or under budget.*

	DISTRIBUTE YOUR FUNDS
<b>Economic Vitality:</b> Maintain and improve the state's transportation system so it is responsive to global and regional economic needs and changing conditions.	
<b>Safety and Security:</b> Create a system that is safe for all users, and flexible in preventing, preparing for, and coordinating responses to any incident whether natural or man-made.	
<b>Quality of Life and Natural Environment:</b> Implement and manage a system that balances transportation needs with the natural environment and resource conservation.	
<b>System Integration and Connectivity:</b> Bring modes of transportation together to provide a properly integrated system.	
<b>System Management:</b> Utilize cost-effective preservation and maintenance techniques to maximize transportation investments.	
<b>Funding and Project Costs:</b> Plan to transportation funding by considering a number of factors.	



### Economic Vitality:

Maintain and improve the state's transportation system so it is responsive to global and regional economic needs and changing conditions.



### Safety and Security:

Create a system that is safe for all users, and flexible in preventing, preparing for, and coordinating responses to any incident whether natural or man-made.



### Quality of Life and Natural Environment:

Implement and manage a system that balances transportation needs with the natural environment and resource conservation.



### System Integration and Connectivity:

Bring modes of transportation together to provide a properly integrated system.



### System Management:

Utilize cost-effective preservation and maintenance techniques to maximize transportation investments.



### Funding and Project Costs:

Plan for transportation funding by considering a number of factors.

## Economic Vitality

Transportation supports the economy by providing connections for people and goods via roads, transit, and freight movement. It is critical to ensuring people can get to destinations and products can get to market and to customers.

***Please read through and prioritize each topic below.***

How high of a priority are the following topics?	PRIORITY LEVEL			
	High	Medium	Low	No Opinion
A robust freight supply chain where improved rail shipment access, reliability, truck freight, and air freight contribute to economic growth				
Water transportation options for ships, barges, and ferries for Wisconsin's manufacturers, farms, and tourists				
Affordable options for local producers and shippers to move goods				
Airports can accommodate larger business airplanes or more air cargo to provide local business growth opportunities				
Keeping highways, bridges, and local roads in good condition to support the movement of people and products				
Reliable access to tourist and recreational destinations statewide				
Transportation options that support economic growth while protecting the environment and reducing reliance on fossil fuels				

## WHAT OTHER TRANSPORTATION-RELATED ISSUES DO YOU FEEL ARE IMPORTANT FOR A STRONG ECONOMY IN THE FUTURE?

Please explain below:

## Safety and Security

Safe and secure travel will always be a critical component of the transportation system in the state of Wisconsin. Establishing "safety and security" means that the transportation system is safe for all users and secure against man-made or natural disasters. ***Please read through and prioritize each topic below.***

How high of a priority are the following topics?	PRIORITY LEVEL			
	High	Medium	Low	No Opinion
Changing driver behavior to reduce distracted driving and improve attentiveness behind the wheel				
Roadway features such as speed limits signs, traffic signs, guardrails, pavement markings, etc.				
Safe railroad crossings with signals, barriers, warning bells, etc.				
Dedicated funding for statewide transportation safety programs and projects (example: Highway Safety Improvement Programs and Safe Routes to School Programs)				
A transportation system built to withstand extreme weather or other natural disaster effects				
Technology that improves transportation system safety (example: ramp meters, electronic message signs, signalized pedestrian crossings and emergency response-coordinated traffic signals)				

## WHAT OTHER TRANSPORTATION-RELATED ISSUES DO YOU FEEL ARE IMPORTANT FOR INCREASING TRANSPORTATION SAFETY AND SECURITY IN THE FUTURE?

PLEASE EXPLAIN BELOW:

## Quality of Life and Natural Environment

Transportation affects Wisconsin's quality of life and the natural environment by providing access to goods and services, and access to recreational opportunities. Transportation also impacts the environment by reshaping natural landscapes during and after projects are constructed. ***Please read through and prioritize each topic below.***

How high of a priority are the following topics?	PRIORITY LEVEL			
	High	Medium	Low	No Opinion
Better air quality as a result of reduced transportation emissions				
Protection of the natural environment during transportation projects (example: preserve protected resources and species, and minimize environmental impacts)				
Transportation plans and infrastructure projects integrated with local plans that identify residential and commercial growth areas for the community				
Planning and project decision-making processes that specifically include minority and low-income voices				
Transportation infrastructure design and features make the experience of living in or visiting positive and memorable				

## WHAT OTHER TRANSPORTATION-RELATED ISSUES DO YOU FEEL ARE IMPORTANT FOR SUPPORTING STRONG COMMUNITIES AND WISCONSIN'S NATURAL ENVIRONMENT?

PLEASE EXPLAIN BELOW:

## System Integration and Connectivity

Transportation connection and connectivity means switching from one mode of transportation to another. This could be a trip where you walk to a bus stop, where you take that bus to the train station or regional airport. **Please read through and prioritize each topic below.**

How high of a priority are the following topics?	PRIORITY LEVEL			
	High	Medium	Low	No Opinion
Improved access to transportation options for people with disabilities, older residents, or those who choose not to drive or own a car				
Better connections between different types of transportation, such as bus to airport, park-and-ride near bus stop, and walking to transit				
Increased frequency of passenger rail service (example: trains running more frequently between Chicago, Milwaukee and Minneapolis)				
Increase the number of cities in WI served by Amtrak				
More city-to-city, long-distance bus options across Wisconsin				
Airports that are accessible for passenger travel				
Spread awareness of various travel options available in your community				
Connections for bicycling and walking are improved and expanded				
Technology advancements facilitate and improve transportation connections (example: a new rideshare smartphone app, improved Internet access on transit)				

## WHAT OTHER TRANSPORTATION-RELATED ISSUES DO YOU FEEL ARE IMPORTANT FOR SUPPORTING INCREASED TRANSPORTATION CONNECTIONS AND CONNECTIVITY?

PLEASE EXPLAIN BELOW:



## System Management

Infrastructure maintenance through the asset management approach targets the right fix, at the right location, at the right time to a road, bridge, trail, or other infrastructure. The goal is to be as cost-effective as possible with limited transportation funding availability while maintaining the quality and useful life of infrastructure. ***Please read through and prioritize each topic below.***

How high of a priority are the following topics?	PRIORITY LEVEL			
	High	Medium	Low	No Opinion
Innovative design standards and methods are used to maintain and preserve the condition of Wisconsin's roads and bridges				
Roads that are efficiently maintained and repaired through engineering analysis and maximizing available funding				
Bicycle and pedestrian facilities (such as sidewalks, curb ramps, and bicycle lanes) are well-maintained				
Local community infrastructure (such as local roads and streets, transit vehicles, and trails) are well-maintained				

## WHAT OTHER TRANSPORTATION-RELATED ISSUES DO YOU FEEL ARE IMPORTANT FOR SUPPORTING OVERALL INFRASTRUCTURE MAINTENANCE IN WISCONSIN?

PLEASE EXPLAIN BELOW:

## Funding and Project Costs

Transportation funding for all modes of travel is a complex and often-debated transportation planning topic. Industry dynamics such as more fuel-efficient vehicles, electric vehicles, and other technologies could impact traditional revenue sources. ***Please read through and prioritize each topic below.***

How high of a priority are the following topics?	PRIORITY LEVEL			
	High	Medium	Low	No Opinion
Sustainable and predictable funding sources for transportation				
Funding sources for transportation—other than the gas tax—are explored and implemented where feasible				
Further exploration of tolling as a way to contribute to transportation funding in Wisconsin				
Further exploration of a mileage-based user fee (based on actual miles driven) as a way to contribute to transportation funding				
Partnerships with private businesses and organizations help to fund transportation projects				

## WHAT OTHER TRANSPORTATION-RELATED ISSUES DO YOU FEEL ARE IMPORTANT FOR SEEKING OUT AND SECURING PROJECT FUNDING?

PLEASE EXPLAIN BELOW:

## Wisconsin's Transportation Future

**IS THERE ANYTHING ELSE YOU WOULD LIKE US TO KNOW ABOUT TRANSPORTATION IN THE YEAR 2050 IN WISCONSIN?** PLEASE EXPLAIN BELOW:

### Demographics Information

Representation from all parts of the state is important to us. We'd like to know a little more about you in order to plan a better transportation system for everyone. The questions below are optional, anonymous, and will be used for planning purposes only.

#### TELL US ABOUT YOURSELF

Zip code: \_\_\_\_\_

Age: \_\_\_\_\_

Race/ethnicity: ☐ American Indian or Alaska Native  
☐ Asian  
☐ Black or African American  
☐ Hispanic/Latino  
☐ Native Hawaiian or Other Pacific Islander  
☐ White  
☐ Prefer not to say

Gender: ☐ Female  
☐ Male  
☐ Prefer to self-describe: \_\_\_\_\_  
☐ Prefer not to say

### LET'S CONNECT

WisDOT wants to develop a shared vision for Wisconsin's transportation future so we're engaging residents around the state throughout the planning process. Get involved by taking a survey, visiting our online meeting or submitting a comment. We're interested in hearing your feedback!



Visit [connect2050.wisconsindot.gov](https://connect2050.wisconsindot.gov) for more information and to view our current engagement opportunities.

### CONTACT US

Alex Gramovot  
*Wisconsin Department of Transportation*  
P.O. Box 7913  
Madison, WI 53707-7913  
 Phone: (608) 266-9495  
 Email: [Connect2050@dot.wi.gov](mailto:Connect2050@dot.wi.gov)

Please mail your comments to Alexander Gramovot, Wisconsin Department of Transportation, P.O. Box 7913, Madison, WI 53707-7913; or email your comments to [Connect2050@dot.wi.gov](mailto:Connect2050@dot.wi.gov).

E-mail Address:

## This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and extend across the width of the page. There are no margins, text, or other markings on the paper.



## Attachment E-3. Pre-Draft Plan Email Notifications



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**From:** 'Wisconsin DOT' <do-not-reply@pima.wisconsin.gov>  
**Sent:** Friday, August 7, 2020 3:40 PM  
**Subject:** Connect 2050 Materials Now Available



Dear Transportation Partner -

The Wisconsin Department of Transportation just kicked off its long-term planning effort - Connect 2050. The plan will guide decisions on the future of Wisconsin's transportation system over the next 30 years. It will cover all forms of transportation - from roads to ports to sidewalks. The plan's website, [Connect2050.WisconsinDOT.gov](https://connect2050.wisconsin.gov), is now live and features the [Connect 2050 survey](#) and a [comment form](#). These are excellent opportunities to weigh in on the future of transportation in the state.

The survey is an important tool for gathering public input in phase one of our planning effort. Our goal is to gather feedback from a broad range of Wisconsin citizens before writing the draft plan later this fall.

You can play an important role in extending our outreach. In addition to scheduling virtual meetings with you later this summer, we are developing a stakeholder toolkit which will contain sample social media posts, newsletter articles and email invitations. We would appreciate your sharing these tools with your members.

In the meantime, we invite you to take the [survey](#), or share your insight and opinions through the [comment form](#). We look forward to working with you to shape Wisconsin's transportation future.

If you have any questions, please direct them to Alex Gramovot, Connect 2050 Plan Manager, at 608-266-9495 or [alexander.gramovot@dot.wi.gov](mailto:alexander.gramovot@dot.wi.gov).

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**From:** 'Wisconsin DOT' <do-not-reply@pima.wisconsin.gov>  
**Sent:** Thursday, October 8, 2020 2:56 PM  
**Subject:** You are invited to the Connect 2050 Open House



Dear Transportation Partner -

As a Wisconsin Department of Transportation (WisDOT) stakeholder, your participation is critical to helping the Department develop our long-term planning effort - [Connect 2050](#). The plan will guide Wisconsin's transportation system policies, projects and decisions over the next 30 years.

To get your input during the first phase of the plan development, we have created a [Virtual Open House](#) and [Stakeholder Toolkit](#).

- The [Virtual Open House](#) provides educational information about Connect 2050 in a simple web format. We encourage you to share the web interface with your staff, members, or others in your community.
- The [Stakeholder Toolkit](#) materials are for your use! They can be distributed or presented to your board, committees, and interested members of the public. Your organization can help us inform others by posting materials on social media as well. The toolkit includes links to our comment form, as well as paper versions of the survey that can be mailed to WisDOT for those who may not have access or be comfortable using the web-based comment form. Formal letters, meeting notes or minutes can also be directly sent to: [Connect2050@dot.wi.gov](mailto:Connect2050@dot.wi.gov).

In addition, WisDOT will be hosting three live stakeholder webinars:

- Monday October 12, 2:00-3:00pm (Link to webinar: <https://youtu.be/wLKkgEMjSjo>)
- Thursday, October 15, 6:00-7:00pm (Link to webinar: <https://youtu.be/n8ZLelVAGRU>)
- Friday October 16, 10:00-11:00am (Link to webinar: <https://youtu.be/r36YyVG8Na8>)

All meetings will include a presentation and question and answer session. Anyone can attend the webinars via YouTube Live at the links above. Please pass this link along to others in your organization, your members and others with stakeholder interests. These webinars are focused on getting input from stakeholder groups like yours.

To ensure equal access to program services, the Wisconsin DOT will provide informational materials in alternative media; interpreters for hearing impaired persons; and auxiliary aids to the visually or speech impaired and alternative means of accessing the meeting. If such an accommodation is required, or if you have any questions, please direct them to Alex Gramovot, Connect 2050 Plan Manager, at 608-266-9495 or [alexander.gramovot@dot.wi.gov](mailto:alexander.gramovot@dot.wi.gov) in advance of the meeting.

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**From:** 'Wisconsin DOT' <do-not-reply@pima.wisconsindot.gov>  
**Sent:** Thursday, October 15, 2020 2:13 PM  
**Subject:** Connect 2050 Webinar Reminder



This is a reminder that WisDOT's second Connect 2050 Stakeholder Webinar will begin today at 6:00 p.m. CDT.

Link to webinar: <https://youtu.be/n8ZLelvAGRU>

An American Sign Language translator will be present for today's webinar. Please contact Alex Gramovot, Connect 2050 Plan Manager, with any questions at [alexandergramovot@dot.wi.gov](mailto:alexandergramovot@dot.wi.gov).

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**From:** 'Wisconsin DOT' <do-not-reply@pima.wisconsin.gov>  
**Sent:** Wednesday, October 28, 2020 11:28 AM  
**Subject:** Connect 2050 Survey Reminder



Good morning.

This is a reminder that the Connect 2050 Survey will close Saturday October 31, 2020. To take the survey, please click on the following link: <https://connect2050survey.com/>.

While the survey will close Saturday, the Comment Form will remain open throughout the entire planning process. The Comment Form can be found here: [https://www.pima.wisconsin.gov/public/comment/project-comment-dynamic?project\\_id=14129](https://www.pima.wisconsin.gov/public/comment/project-comment-dynamic?project_id=14129).

Also, the Connect 2050 Stakeholder Webinar recordings are available to view at the following link: [https://www.youtube.com/playlist?list=PLoGzf6P7PsQ8sDKoWFn2kZtNdGwv\\_fPxX/](https://www.youtube.com/playlist?list=PLoGzf6P7PsQ8sDKoWFn2kZtNdGwv_fPxX/). The webinar recordings all have enabled closed captioning, and the October 15th recording includes an American Sign Language translator for increased accessibility.

Finally, the Connect 2050 Factsheets have been translated into Spanish and Hmong, and are available in the Stakeholder Toolkit at the following link: <https://connect2050.wisconsin.gov/#7-toolkit>.

Please contact Alex Gramovot, Connect 2050 Plan Manager, with any questions at [alexandergramovot@dot.wi.gov](mailto:alexandergramovot@dot.wi.gov).



## Attachment E-4. Pre-Draft Plan News Releases





State of Wisconsin  
Department of Transportation

[DMV ONLINE SERVICES](#)[DMV INFO](#)[DOING BUSINESS](#)[TRAVEL](#)[SAFETY](#)[PROJECTS AND STUDIES](#)[ABOUT WISDOT](#)

## WisDOT requests public comment on Connect 2050 Public Involvement Plan

Release date: February 11, 2020

The Wisconsin Department of Transportation (WisDOT) is seeking public comment on how best to connect with the public and others in the development of the new statewide long-range multimodal transportation plan, Connect 2050. A draft public involvement plan is available for review at [wisconsindot.gov/Connect2050](https://wisconsindot.gov/Connect2050).

A crucial part of the Connect 2050 planning process is public engagement which includes the general public and all affected stakeholders in the statewide transportation planning process. The plan identifies the communication and outreach processes that WisDOT will follow during the update of the plan.

Comments on the public involvement plan will be accepted through **March 27, 2020**, and may be submitted by writing, calling, or emailing:

Wisconsin Department of Transportation  
Division of Transportation Investment Management  
4822 Madison Yards Way, 6th Floor South  
P.O. Box 7913  
Madison, WI 53707-7913  
Phone: (608) 266-9495  
Email: [Connect2050@dot.wi.gov](mailto:Connect2050@dot.wi.gov)

Obtaining comment on the public involvement plan is one of the first steps in the process of updating Connect 2050. Connect 2050 will provide a framework for strategies and policies for all the state's transportation modes: roads, air, water, rail, bicycle, pedestrian, and transit through the year 2050.

Statewide long-range transportation plans are federally required planning documents that define the vision for a state's transportation system based on a continuing, cooperative and comprehensive planning process. A comprehensive public involvement process helps ensure the plans and related decisions regarding the transportation system incorporate the concerns of the transportation system's users.

Communication and outreach activities are expected to begin summer 2020.

For more information, contact:

WisDOT Office of Public Affairs  
(608) 266-3581, [opa.exec@dot.wi.gov](mailto:opa.exec@dot.wi.gov)





State of Wisconsin  
Department of Transportation

[DMV ONLINE SERVICES](#)[DMV INFO](#)[DOING BUSINESS](#)[TRAVEL](#)[SAFETY](#)[PROJECTS AND STUDIES](#)[ABOUT WISDOT](#)

## WisDOT wants to hear your thoughts on the future of transportation

Release date: July 30, 2020

The Wisconsin Department of Transportation (WisDOT) is in the process of developing its new 30-year transportation plan, called Connect 2050 and is seeking input to help shape the future of transportation in the state.

"Transportation impacts nearly every aspect of your life," WisDOT Secretary-designee Craig Thompson. "The time it takes you to travel to work, school or vacation, the cost of the products you buy, and your ability to get around without driving, all depend on a safe, effective transportation system. These factors affect your quality of life and we want you to be involved in planning Wisconsin's transportation future."

### Online survey

As part of the plan, the Connect 2050 project team created a survey for the public to weigh in on the future of transportation. The survey is now available at [Connect2050Survey.com](https://Connect2050Survey.com) and can be taken through September. Participants are asked to prioritize and are encouraged to provide comments on six key areas:

- Economic vitality
- Safety and security
- Quality of life and natural environment
- System Integration and connectivity
- System management
- Funding and project costs

Connect 2050 is focused on the best ways to support our economy, environment, and safe, efficient travel for everyone. Connect 2050 is a framework for making decisions about changes to and investments in our transportation system. It affects all types of transportation in our system – from roads to ports to sidewalks – throughout Wisconsin for the next 30 years.

People can learn more and sign up to receive information throughout the planning process on the Connect 2050 website at: [Connect2050.WisconsinDOT.gov](https://Connect2050.WisconsinDOT.gov).

For more information, contact:

WisDOT Office of Public Affairs  
(608) 266-3581, [opa.exec@dot.wi.gov](mailto:opa.exec@dot.wi.gov)



## Attachment E-5. Pre-Draft Plan Public Comments

Comments obtained via survey, online comment form, and social media

ID	Region	Comment
1	Southwest	Rural areas are taking it on the chin to provide ever increasing pie in the sky wants from the economic powerhouses that could pay more for the monuments built for them. Follow the money.
2	Southwest	It was unclear where to comment on the need for WisDOT to be involved in helping local areas establish train stations or bus terminals.
3	Southwest	Adding state wide tollway system to major interstate and state highways. It will bring lots of revenue and also create jobs. Long lasting jobs. Also, adding a mileage tolling system also may work. I would also like to see a light rail system along US 12/18 in Madison. Also, we need a interstate bypass in Madison to the north east of Madison. Lastly, and new beltline to the north of Madison from the west.
4	Southwest	Make maintaining current infrastructure a priority.
5	Southwest	Dane county has a network of state-owned rail corridors with a convenient "hub" location at the old Oscar Mayer property. This would make a great location for an intermodal transportation center, 1 mile via existing rail line from DC airport, 12 min via existing rail from UW student union south via Monona Terrace and Old Milwaukee Rd train station/Kohl Center, 30 min to Middleton by rail. It is also a convenient drop off and pickup location for intercity bus and future interstate rail passenger service
6	Southwest	We need to do the rapid rail between Madison and Milwaukee!!! Have you realized how much traffic is commuters!!
7	Southwest	Hi! I just completed the Connect2050 Survey, and I appreciate you soliciting input from the general public. That being said, this survey does not appear designed for public use at all. The first question was off-putting to me (and I have a BA and my job includes a lot of financials & productivity reporting and database analytics). While the questions themselves are fine, the "select an area" structure and the long descriptive text requires A LOT of interest, reading, and proactivity on the part of the survey-taker. The overall feel is of a survey written by municipal planners & transit officials for municipal planners & transit officials. If that was the point -- great! But if the point was to get a wide set of responses from everyday citizens, I think you may have missed the mark. Thanks!
8	Southwest	It's a good project, I look forward to seeing what the results are!
9	Southwest	The transportation needs of individuals who do not possess driver's licences seem to have been largely over looked. As we age, driving may become more difficult or even dangerous, there are a large number of individuals who have disabilities and do not drive, there are large numbers of low income individuals who may or may not fit into the first two groups mentioned that also have transportation needs. This is a very short sighted 30 year plan.
10	Southwest	<p>Our current transportation infrastructure favors the wealthy, encourages speeding and other dangerous practices and all enforcement is arbitrary (or appears to be) falling most heavily on the young, the brown, and the poor. Laying a strip of asphalt and identifying it as transportation for all has never made that strip of asphalt transportation for all. Get every individual working on this plan out walking state roads. Walk as Chapter 346 describes, in the lane, close to the fog line, walking toward oncoming traffic. Walk 2 or more miles on any state road. Then start planning.</p> <p>Watching pedestrians jump into ditches filled with poison ivy, wild parsnip, and refuse that includes broken glass and sharp metallic objects should be enough to inform your planners that a 2050 Plan must include protections for vulnerable users. No plan your agency has produced has truly addressed vulnerable users.</p> <p>Transit needs to be available on every state road. If you add up all current state expenditures on transporting humans you'll find a number north of \$60 billion. Operating a bus (any transit vehicle from sedan in low density places to articulated bus in high density urban) on every road in the state at fifteen-minute intervals every day of the year would cost much less. Using data from SURTC, the cost could be as low as \$25 billion a year. You cannot claim efficient or cost effective without seriously considering this option in a 2050 plan.</p>
11	Southwest	I-94 from I-39 to the split at Tomah is past due being expanded to 6 lanes. By 2050 I would expect it to be 6 lanes all the way to the Mn state line

ID	Region	Comment
12	Southwest	I would like to see more non car transportation options. My preferred option is both light rail for shorter distances and high speed rail for longer distances with well designed and integrated options from rail hubs to final destinations. Another idea is to support passenger vans that can run within and between communities, particularly rural communities so non drivers of all ages can access community opportunities including basic needs such as groceries, pharmacies and medical care. These options need to be wheelchair accessible and financially affordable with infrastructure support using public dollars. Consider integrating multiple transportation systems into one purposeful use for the entire community. For example, school buses go just about everywhere in ever community. How could buses carry both students and other family members to city centers and back home or could school buses be used while students are in school to offer transportation?
13	Southwest	Living in the Madison area...clearly something needs to be done about The Beltline...not sure what the answer is but...something.  Illinois traffic...in Wisconsin...wow. I now Madison south to the line expansion of lanes should help...but what about Madison north to the split just north of Portage? Needs to be addressed.
14	Southwest	WisDOT must adopt itself to moving forward with 3D and digital delivery and taking steps to contracting without 2D plans and using models for both design and accommodating equipment in the field.  WisDOT must start now thinking of what is needed for intelligent vehicles and building in future conduit for sensors and other ITS infrastructure that may be needed including pavement marking standards.
15	Southwest	WisDOT needs to be transparent and get the legislature to trust them again.
16	Southwest	All projects must be carefully planned to address the climate crisis. We are running out of time!
17	Southwest	Look at less road extensions in Southern Wisconsin. Look at a better northern Wisconsin system. Connect hwy 21 through as a 4 lane, not hwy 10.
18	Southwest	That it works for everybody that wants to use IT
19	Southwest	I expect that we will continue to see heavy weekend traffic from our cities and urban areas to recreation and second-home destinations. Targeting transportation options toward these users by incorporating easy baggage handling and local shuttles would improve safety, create an enjoyable experience for users and improve access for more travelers to these destinations. This would also create platforms for transportation investment in more rural areas that could benefit local users.
20	Southwest	Vision Zero! Complete Streets! Protect the Climate!
21	Southwest	I live in the very small city of Horicon. I would like to improve crosswalks. Cars don't like to stop and will pass on the right almost striking pedestrians crossing in the crosswalk. I would love to see some of the more progressive ideas about safe walking routes and crosswalks. Thanks!
22	Southwest	The pillars of Wisconsin's economy (agriculture, manufacturing, tourism) depend on a robust transportation infrastructure system. Roads ensure that goods get to market and citizens get to their destinations safely. The driving public wants safe, smooth roads that are well-maintained but don't want to waste time and money waiting in traffic for construction to end. Pavements should be quick to construct, fast to repair, and easy to maintain. That's the value owners and drivers demand, for today, tomorrow and the future.
23	Southwest	Overall, expanding local public transportation services and options, as well as prioritizing pedestrian and bicycle routes throughout the state. I feel like our state is behind in both public transportation (local bus routes) and cycling friendly roads.
24	Southwest	Focus on sustainability and connectivity. Reward those who opt for different mobility alternatives. Get opinion of younger generations, vulnerable population and women.
25	Southwest	just as we had to rethink transportation from horses to trains and cars, we need to rethink our transportation for future technologies emerging in transportation today. think about what will be, not just what is.



ID	Region	Comment
25	Southwest	more hot air balloons?
26	Southwest	more travel while asleep?
27	Southwest	Great roads, for travel
28	Southwest	DOT should coordinate with other agencies that serve populations that are transportation deficient and/or low income to facilitate their integration into the work force and improve their quality of life.
29	Southwest	Access to jobs, healthy food options, for underserved communities is most important.
30	Southwest	The country roads need and deserve just as much care as the city roads.
31	Southwest	I have over 50 years experience in the field of highway design construction maintenance and management. I will follow the process as necessary.
32	Southwest	Someone needs to pay for more sidewalks in residential areas so that children and those who can not drive can safely walk and/or use public transportation.
33	Southwest	I would like to see more incentive for using public transit.
34	Southwest	The economic drivers we'll see will be primarily local. Create supports for town roads. Currently there maintenance is inadequately funded. Additionally, laws like the Implements of Husbandry Act, wheel taxes, and other carve outs for large and heavy equipment in ag encourage the abuse of town roads and provide inadequate safeguards or opportunity to collect for damages. The ability of local government to collect treble damages in some cases has never had a court case to solidify it and is so infrequently used as to be meaningless.
35	Southwest	Ag will shift to smaller and more local. Craft policies that favor small vehicles and punish large vehicles. Write policies that favor vulnerable users.
36	Southwest	Wisconsin should prioritize reducing dependency on single occupancy motor vehicles. This means investing in high quality transit alternatives as well as in high quality pedestrian and bicycle infrastructure that can take people where they need or desire to go.
37	Southwest	More bike paths, please.
38	Southwest	Owning a personal car should be all but irrelevant by 2050! Public transportation, especially high speed trains (looking at you Scott Walker), should be the primary mode of transportation by the majority of Wisconsin. And ensure that transportation is accessible for minorities and low-income folks!
39	Southwest	High speed rail between major population areas would be such a great improvement for our state.
40	Southwest	I want a high speed railway between Madison and Milwaukee. We should have already had it by now and I'm made ghat we don't.
41	Southwest	Investing in sustainable transportation infrastructure should be a massive priority. Wisconsin's natural resources must be protected.
42	Southwest	No freeway expansion, especially increasing from 4 to 6, or 6 to 6+. Increasing lanes on highways is not a good investment in the long term. Prioritize funding of high speed rail when politically feasible.
43	Southwest	Forward! On Wisconsin!
44	Southwest	On the demographics questions, for future surveys, consider a non-binary option for gender and consider adding the question about whether someone has a disability.
45	Southwest	Please invest more in public transportation to minimize the dependence on driving and fossil fuel in Wisconsin!
46	Southwest	The roads in southwester WI are in bad shape and large fizzes are appearing.
47	Southwest	We need good roads and reliable affordable mass transit. Now
48	Southwest	Need Highway K in Dane County, north of the city of Middleton to be 4-lane as soon as possible. THIS SHOULD BE A HIGH PRIORITY FOR DANE COUNTY.
49	Southwest	Let us keep THROUGH traffic out of the cities. It is QUALITY of life issue. THANKS.
50	Southwest	The largest source of greenhouse gas emissions in the US is from transportation. We need DRASTIC changes here that make modes outside of a personal vehicle more attractive. We don't have time to waste.

ID	Region	Comment
47	Southwest	<p>We need to prioritize other forms of transportation over single-occupancy trucks and automobiles.</p> <p>When the DOT goes into communities with the mindset of increasing vehicular flow into and out of them, more sustainable options such as bicycling, walking, and bussing are made less safe and less desirable. This should have stopped decades ago.</p> <p>ACCESS needs to be emphasized over mobility.</p> <p>How do we connect people with their needs using the least amount of energy possible?</p> <p>We need 15-minute communities such as are being pursued elsewhere and we need them much sooner than 2050.</p>
48	Southwest	There needs to be a significant decrease in single / low-occupancy motorized vehicle traffic, and increases in public transit, bicycling, and other traffic alternatives
49	Southwest	This is the worst structured survey I've ever seen.
50	Southwest	Long distance travel and shipment in Wisconsin should move toward self driving vehicles to reduce energy consumption, improve transportation times and reduce crashes.
51	Southwest	100 years of car-centric planning have made it prohibitively expensive -- or logistically difficult -- to get around sprawled cities or from one city to the next. Let's make the next 100 years a return to people-oriented transit, where the purchasing and upkeep of 2 tons of steel is not a prerequisite for going to the grocery store.
52	Southwest	Wisconsin should try to be the leader in sustainable transportation. We really should do better to connect our major cities with passenger rail and better in-city bus service. Stop making roads bigger and bigger. Add more bike lanes, make people feel comfortable cycling to and from work - home - leisure. When building roadways, try to also build a separated bike lane or path wherever possible. Wisconsin has so many incredible bike trails, let's make sure in 2050 that we are a leader in the country.
53	Southwest	We could be dead by then if we don't stop changing the climate. We need to prioritize transportation modes that cut emissions drastically. Also, keep emissions in mind during construction. Also, transportation should be designed in a way that minimizes emissions and impact on wetlands, etc. Less reliance on single-person cars, more public transportation options. This self-driving car thing will just mean more cars (and dead bicyclists and pedestrians) -- instead, re-focus on public transportation as a public good. Develop a community-minded attitude instead of all this destructive individualism. Egad, I sound like a crazy person. I blame the quarantine.
54	Southwest	If it doesn't involve high-speed rail, then the state government are idiots.
55	Southwest	Find ways to get away from cars and truck, and get more into bicycles and trains.
56	Southwest	Based on the past several decades, I don't have much hope that the DOT is going to even be at 2000 levels (compared to other countries and communities) in 2050. We need to make big changes now and fast, yet DOT plans to build a giant useless I-94 extension and continues to push outdated designs on local communities. I hope for change by 2050 but I'm not holding my breath.
57	Southwest	I walk and ride a bike a lot and I'll be lucky to see 2050, because people in cars are either ambivalent, distracted, or downright angry when I'm 'in their way'. Better infrastructure for multiple modes of transportation, rather than just 'roads for cars' is very important to me. It's equitable. It's safe for kids getting to school. It's good for recreation and health. It's better for the environment. I could write you a novel about why I want to see reduced on street parking, more bike lanes, more/safer crosswalks, less distracted driving, higher fines for using cell phones.
58	Southwest	Higher speed limits vehicles are safer now then ever less time on the road = less fatigue less likely to crash
59	Southwest	I would like transportation to be fossil-fuel free by 2050. It will be better for our health and the environment and won't rely on fuels from outside the state or even outside the country
60	Southwest	If tourists can get from major airport to parks without having to drive, more would visit and they get more time with family on the travel methods.
61	Southwest	<p>There's too much focus currently on inefficient transport ie road focus and insufficient consideration being placed on efficient transport mechanisms such as rail/water.</p> <p>Rail infrastructure should be a key player in product transportation given how carbon efficient rail transport is compared to road transport.</p>

ID	Region	Comment
62	Southwest	More public transportation options for the busy (clogged) commuter routes.
63	Southwest	Thank you for the survey...its a nice change in format from dry, plain google and survey monkeys.
64	Southwest	For 40 plus years, there was supposed to be 4 lanes to Madison from Richland Center, Richland Center to LaCrosse, still squat. The same to Prairie du Chein. Instead, we***away money on on crazy stuff, like roundabouts. The people who do all the driving need good roads, roundabouts came from Europe, remember, we chose to not be under that influence 200 + years ago
65	Southwest	It will take decades to make any significant change; pick the course and get started!
66	Southwest	Wisconsin could become a huge bicycle tourism destination. I have bicycled in other states and recognize the paradise for cycling that Wisconsin could be, if highways were planned to include roof for bicyclists & pedestrians.
67	Southwest	We're still better than Illinois, and we can do it without tolls.
68	Southwest	Roads are meant to be driven on , too many projects in recent years have been at the expense of drivable roads with too much emphasis on other features
69	Southwest	We really need to stop writing the road builders a blank check. All they do is build highways through minority neighborhoods. Enough.
70	Southwest	I think trains would be a good idea.
71	Southwest	I wish those alive at that time the best of luck.
72	Southwest	Bikes. More focus on bikes as transportation.
73	Southwest	No tax increases. Independent review of ALL proposed projects. There is far too much new building and far too much money being shuffled to the road builders.
74	Southwest	High speed rail from Chicago to Milwaukee, Milwaukee to Green Bay. Another route from Milwaukee to Madison to Tomah and Tomah to St. Paul and Tomah to the West. An additional route would be Chicago to Beloit and Beloit to Madison. Rail could travel in the center space of the 4 lanes of the interstate System. No new land but it would be great new infrastructure as well jobs and use new technology to move the trains.
75	Southwest	<p>We need to get rid of carbon in our transportation system and we can do that. It will take a concerted effort of stakeholders from WisDot, local governments, the Legislature, public citizens, community organizers, nonprofits, and many others to demand proper funding for an electrified, accessible, and multi-modal transportation system in Wisconsin.</p> <p>We also need to combine our future outlook and planning for transportation systems with ongoing or past local planning efforts. Comprehensive plans lay out a communities future- we need to make sure WisDOTs transportation plans align with local plans as much as possible. It might be more difficult to do, but the extra work will make our transportation system unique and accessible for people across the state.</p>
76	Southwest	Transit oriented development should focus on preservaton of ag and wet lands as well as minimizing the number of transfers required to travel between residence and work or shopping destinations.
77	Southwest	Please focus more on the "complete usability" of established roadways instead of specific bike paths and super highways.
78	Southwest	Focus on areas of high volume before low volume low benefit highways when expanding or improving. Continue to focus on roundabouts.
79	Southwest	We need to be broader thinking then just roads and road building and people in cars. People need mobility by transit, walking, biking, and emerging technology to interconnect communities, businesses, etc.
80	Southwest	Stop throwing away money at highway "mega projects" like more freeway expansion in and around Milwaukee. These act as a growing drain on resources that could be more effectively distributed across the state. Instead maintain what's already there to a high standard and implement alternatives like better mass transit options.
81	Southwest	The stability of funding, avoiding drastic decreases AND increases, and the quality of the DOT workforce will largely determine results.

ID	Region	Comment
82	Southwest	Go big on outside of the box thinking. Isn't it time to look at something other than roads of asphalt or miles of concrete?
83	Southwest	Priority should be given to making transportation low cost and easily accessible to low-income friends. Many can't find reliable transportation and can't afford their own vehicle, which is a major barrier to securing employment. If they can secure employment more easily, that creates a much larger taxpayer base and that investment pays for itself.
84	Southwest	Funding for roads must be fair and equitable for all users with as little red tape as possible.
85	Southwest	Provide broader legislation to hold businesses monetarily accountable for the added traffic to the state highway system so the state does not pay for improvements that should be borne by the developers.
86	Southwest	It should include regional rail and statewide rail to get to different parts of the state. Crappy over capacity Van Galder buses don't make it better. Regional rail is needed ASAP. Madison metro has terrible local service that overlaps so many other routes that also leave many with no public transit option. This needs to change.
87	Southwest	Please bring back commuter trains and interconnectivity between communities.
88	Southwest	train to madison that's all i want
89	Southwest	If the infrastructure is ignored as it was during the Walker administration, you'll never catch up on improving transportation. Transportation should included everything, bike, air, rail, ports and roads and be as beautiful as our State is.
90	Southwest	Adding state wide tollway system to major interstate and state highways. It will bring lots of revenue and also create jobs. Long lasting jobs. Also, adding a mileage tolling system also may work. I would also like to see a light rail system along US 12/18 in Madison. Also, we need a interstate bypass in Madison to the north east of Madison. Lastly, and new beltline to the north of Madison from the west.
91	Southwest	Please, for the love of***do not waste \$1.1 BILLION on expanding the interstate in Milwaukee. We've already wasted \$2.5 Billion and another billion to improve the commute of wealthy folks who live in lake country and work downtown is incredibly wrong.
92	Southwest	<p>If people need to have a personal automobile to pleasantly and affordably live or travel throughout the state, either for their personal lives, family obligations, work, and play...or to access goods and services for a well rounded life...we got it wrong.</p> <p>I hope we give over most on street and surface parking to better uses that serve public good, and foster more complete multimode streets and roads, and gradually decrease and reclaim for other uses land and space set aside for redundant parking for underused vehicles. Fewer vehicles, moving more of the time, used by large public and private groups and not exclusive property of individuals and households.</p>
93	Southwest	Wisconsin is moving away from just being an agricultural state and to one that is service-based. People want great transportation options that aren't just cars and coach buses, that is how you attract people who are innovative.
94	Southwest	Looking at electric vehicle infrastructure and autonomous vehicle planning will be important.
95	Southwest	Let's build that train from Madison to Milwaukee.
96	Southwest	I appreciate the DOT's renewed focus on non-driver issues and support public messaging and funding opportunities that continue this as a focus area.
97	Southwest	Fixing local roads must be a high priority. Fighting climate change must be a high priority. Expanding road capacity must be a low priority.
98	Southwest	Our transportation system should bring people together, not divide us.
99	Southwest	We need to continue making serious progress toward planning and funding investments in public transportation, walking, biking, and smart technology to manage safe and interconnected systems. Providing mobility options for people of all ages and abilities supports a happier, healthier, and more economically active & independent population.
100	Southwest	The transportation system does not have to move faster; it need to service more people. Especially college students and seniors.
101	Southwest	Accommodate driverless vehicles and potential for hover/flying cars.
102	Southwest	Expanding interstate system and updating interstate system from Waukesha to Madison and Portage to Wisconsin Dells.

ID	Region	Comment
103	Southwest	Be aware in all your decisions that climate change is real and that is happening right now. We cannot make any kind of progress unless we radically change our attitude to our world.
104	Southwest	My parents' generation messed up by not getting trains. I don't want to mess it up for the next generation. Find a way to depoliticize the issue. We need it.
105	Southwest	Easy to utilize mass transportation. Zero emissions personal transportation.
106	Southwest	WisDOT needs to reevaluate the DBE program. The point of the DBE program is to help disadvantaged firms have a level playing field with the competition. Currently there are a handful of firms that are getting the vast majority of the work that qualifies for DBE status. These firms are way beyond the point of needing the DBE assistance and in fact are not allowing smaller DBE firms into the playing field by them taking all the work allocated towards DBE's. The threshold that DBE firms graduate from the program needs to be lowered to allow for other DBE firms the ability to use this program.
107	Southwest	more bikes, more public transit, fewer cars, better synced traffic lights
108	Southwest	Continuing to push the envelope on autonomous vehicles will be a significant way to improve safety.
109	Southwest	Thank you for considering the general public's input as you plan for the future of transportation in Wisconsin. It's important to everyone!
110	Southwest	Please don't make tolls a part of the WI roadway system.
111	Southwest	I would like to see increased bike/pedestrian funding, especially connection of existing trails into an integrated statewide network.
112	Southwest	Bring back the madison to milwaukee HSR! Please and thanks
113	Southwest	Gas tax should be explored!
114	Southwest	Maintenance of existing roads as opposed to building of additional lanes and giant bypasses. Preservation of farmland, woodlands and wetlands. Expanded rail service.
115	Southwest	Mostly I would like to see a much more educated driver base and better maintained roads. In addition, I feel that trying to move towards a more bicycle friendly infrastructure could have many benefits.
116	Southwest	<p>Make sure signage is good. I'm sure we will be using all kinds of technical devices...but there will be, perhaps, some drivers who will continue to look at signs.</p> <p>Reduce or eliminate billboards. (for sure the moving-picture type; they are horrible)</p> <p>Waysides need to be open all year; or at least 6 months. (not just memorial day to labor day, as they were under Walker) Rest Areas need to stay open as well.</p>
117	Southwest	High speed rail and other public transportation should be priority. Keep private businesses out of it as they'll price gouge without providing adequate service.
118	Southwest	I want my flying car!
119	Southwest	Our roads are falling apart. Need to do away with the required payscale for road projects.
120	Southwest	The officers are underpaid. Give them a raise
121	Southwest	Transportation in 2050 should be as safe as possible and should focus on keeping our environment as safe and clean as possible (in regards to nature and the environment).
122	Southwest	Increase public transport, and renewable energy infrastructure, increase regridrain and tolls, stay up to date on maintenance.
123	Southwest	Stop just making highways and arterials bigger. Plan smarter and work on developing alternative modes of transportation that reduce automobile movements.
124	Southwest	More public transit and high speed rail, please!



ID	Region	Comment
125	Southwest	By 2050 WisDOT should: 1. Adopt a complete streets policy. 2. Work to keep interstates and highways out of urban settings. 3. Expand passenger rail in the state with reliable service (more dedicated track) between many of the major cities and regions (MKE, MAD, Fox Valley, GB, Beloit, Minneapolis) 4. Maintain a sustainable financial plan. 5. Add VMT reduction per capita as a goal. 6. Help allow Regional Transit Authorities.
126	Southwest	Please ensure transportation improvements in Southwest Wisconsin are made a priority. The region represents a delicate balance of tourism, agriculture and industry. The lack of bustling urban centers in Southwest Wisconsin often makes it a forgotten region when it comes to transportation, despite its close geographic proximity to Madison.
127	Southwest	Consider vehicle and infrastructure technology advances. Additionally, how will work/home travel patterns and volumes change if there continues to be emphasis/advancements on working from home.
128	Southwest	Maintaining the current system and fortifying it to withstand the impacts of climate change should be the top priority. Expanding the use of less GHG-intensive transportation options should also be prioritized. WisDOT should explore the possibility of incentivizing behavior change to lower emissions and congestion through the use of a flexible mileage-based user fee.
129	Southwest	We need to focus on local and regional transit options, especially high-speed connections to Chicago and Minneapolis.
130	Southwest	Please focus on sustainable multi-modal transportation for the future. We need more busses, local transit, and bicycle/pedestrian options to serve our entire population, not just drivers.
131	Southwest	Allow more flexibility in what roadways end up being. Remove red tape. Take care of what we have and focus on improving vital corridors. Get politic out of decision making.
132	Southwest	Inter-City passenger/commuter rail options that connect with other existing public transportation options between urban areas and suburbs. Focus infrastructure equally between existing areas and new/planned growth.
133	Southwest	Multi-modal facilities for moving goods and commodities.
134	Southwest	Passenger rail transportation between milwaukee and madison.
135	Southwest	Mass transportation, more convenient and affordable, especially for workers.
136	Southwest	Ensuring that our infrastructure is able to quickly be adapted for the next generation of smart vehicles (whether that be trailer trucking or personal vehicles). If the future is self-driving, then what do we need to do to ensure that it will work properly on our roads.
137	Southwest	High speed rail connection between Chicago and Minneapolis/St Paul with connections to Madison, Wisconsin Dells and eau Claire Inter urban passenger rail services in Madison and Milwaukee metro areas
138	Southwest	Improvement of transportation should create jobs. For example, building bike trails.
139	Southwest	Quit planting trees.
140	Southwest	Economic development also needs to include transportation that gets people from where they live to where the jobs are.
141	Southwest	Being able to get transportation from a small town or rural area to a larger town and then to an even larger town or other state without the use of your own vehicle. Affordably
142	Southwest	Reducing congestion at peak times by challenging businesses and other traffic generators, to consider alternate starting times or more remote work options.

ID	Region	Comment
143	Southwest	<p>Rail! Get more passenger rail options in the state, especially between the state's two biggest metro areas - Madison and Milwaukee! Why doesn't the Amtrak Hiawatha stop in Madison???</p> <p>If we had rail like there is in Europe (such as Italy), it would be easier to get to some of the state's biggest areas. All of these cities or areas should have train stations - Madison, Milwaukee with some suburbs (Waukesha, Brown Deer/Grafton), Fox Valley, Wausau, WI Dells, Lacrosse, Eau Claire). Young folks do not want to drive as much these days.</p> <p>I realize a lot of investment dollars would be needed to start this up, but we need to look at alternatives besides car travel and all the orange barrels on the road and maintaining our current highway infrastructure. Especially since Republicans in the legislature never properly fund the transportation budget.</p> <p>Get some tolls to charger drivers a user fee. I know a couple studies have been done over the years. But it makes sense and would charge our of state drivers their fair share. Also raise the gas tax a nickel. Instead of taxing Wisconsin residents more via registration fees, use gas tax or tolling so Illinois and Minnesota drivers can contribute to maintaining our roads.</p>
144	Southwest	commuter rail is needed
145	Southwest	Using more of the Rubberized Asphalt.
146	Southwest	Options for people to get around without the burden of owning their own vehicle. High speed rail connecting cities, bus rapid transit, and safer options for walking and biking. Car ownership is very expensive
147	Southwest	Given the proven positive economic impact of bike trails on local businesses & commerce ( <a href="http://bikeleague.org/sites/default/files/Bicycling_and_the_Economy-Econ_Impact_Studies_web.pdf">bikeleague.org/sites/default/files/Bicycling_and the Economy-Econ_Impact_Studies_web.pdf</a> ), I would like to see expanded bike trails as part of state, county, and municipal transit solutions. Likewise with the impact of local bus service on local businesses.
148	Southwest	We can't keep up our system of manufacturing and growing stuff thousands of miles away and then shipping it all around the world. We must prioritize local and regional as much as possible. So, maintaining local and regional roads is high, but ensuring more Chinese goods can be easily shipped to Wisconsin, low. What's the carbon footprint? That has to be the top priority.
149	Southwest	redefine what growth means - quality of life not dollars for those with lots of dollars already
150	Southwest	Reliable access to tourist and recreational destinations statewide should not be solely rely on driving a car.
151	Southwest	Raise speed limits to allow for less wasted time driving and allowing people to become more profitable
152	Southwest	<p>We need to reduce road traffic and improve rail infrastructure and efficiencies to reduce wear and congestion on roads.</p> <p>There's a lot of money being wasted on pointless investment such as curb being installed on country roads, meanwhile so many of the roads are in terrible shape.</p>
153	Southwest	Affordable ways for seniors and low income people to get around locally and have access regionally.
154	Southwest	Wisconsin was long known for having good quality highways. Lack of budget for maintenance has changed that. We need to find a reasonable way to maintain, especially in our less urban areas.
155	Southwest	My priority is a complete transportation network with all options to travel from air to road to bike to bus.
156	Southwest	Keep road conditions at a level where the damage done to vehicles from rough roads does not exceed the cost of repairing the roads
157	Southwest	Better public transit, both local and statewide.
158	Southwest	We need to stop giving the roadbuilders a blank check and invest in mass-trasnit.

ID	Region	Comment
159	Southwest	Cost effective , convenient commuter service that will reduce congestion Electric traction motivation to eliminate pollution and transportation-related GHG emissions in densely populated areas Reduce parking space availability- smaller spaces for individual commuter vehicle, large dropoff spaces for public mass transit. "Last mile" electric shuttle
160	Southwest	Improve the last mile service for the goods to customers.
161	Southwest	Isn't protecting the environment an underlying principle? Economic vitality should include local transportation modes for day to day travel not focused on tourists and recreation destinations. Include destinations to medical facilities, walgreens, schools, etc without a vehicle.
162	Southwest	More alternatives to driving personal cars, like rail and bus service, that connects statewide to both rural and urban areas. Too many areas of the state are entirely car-dependent.
163	Southwest	Electric access for cars and hydrogen stations
164	Southwest	Relieve congestion bottlenecks on highway system.
165	Southwest	Reducing congestion on all roads and all state agencies being better stewards of our tax dollars.
166	Southwest	The future success of our state economy and transportation system is dependent on sustainability and resilience to climate change above all else. While all economic growth is usually beneficial, state investments must consider the reality of a 2050 that is massively disrupted by our changing environment. Investments in local and green transportation options are the future, not expanding highways and airports. Wisconsin should be considering a future in which we are much more regionally and locally dependent for economic well-being.
167	Southwest	Improve rural infrastructure
168	Southwest	More trains. They are much more efficient than planes and also cooler, js
169	Southwest	Passenger rail is something Wisconsin struggles with and needs to be considered. We don't have many local rail transportation for passengers, instead it's very Intercity bus-based. We need more Amtrak or other private rail options to connect us to Minneapolis/St Paul and Chicago at the very minimum.
170	Southwest	Stop expanding highways. Our population isn't growing, therefore we shouldn't be paying for more lanes. Maintain current lanes or reduce if not economically viable to have good condition pavement!  Expanded highways just creates more traffic, study after study proves this!
171	Southwest	Expanded access to transportation in areas with jobs. Expanded public transit access and other transportation to ensure non-drivers can get to work and other parts of their community to contribute to the economy. Re-investment in routes and transportation options in underserved parts of the state that have been cut, reduced or stalled. Analysis of where non-drivers live and how engaging them in the community through increased transportation can improve their activity within the economy.
172	Southwest	Revitalization of rail with more reasonable regulation than in the past.
173	Southwest	Maintenance of the existing system over expansion. Work to incorporate and support all modes of transportation, not just automobiles.
174	Southwest	An area that I believe would improve maintenance and efficiency. We have way to many speed limits. Some communities it changes from 55 to 45 to 35 to 25 in a matter of less than a mile, that's ridiculous! I was in Germany a few years ago and all cities, towns and villages have the same speed limit. Basically 35 miles per hour. I universal, therefore there is no need to have a speed limit sign because everyone is aware that it's 35 miles per hour when they enter the community. On what we categorize as town roads, county roads, state roads and US Highways they have posted speed limits. This method saves all the need for posting signs before and in communities
175	Southwest	Maintaining existing infrastructure and enhancing corridors that are heavily traveled.
176	Southwest	Work toward a steady state economy as outlined in CASSE. We should focus less on continuous growth and more on an economy that results in a comfortable life for all.
177	Southwest	Safe and efficient access points
178	Southwest	Work to reduce congestion on Wisconsin's urban freeways.

ID	Region	Comment
179	Southwest	cross-state public transportation, fewer cars on the roads
180	Southwest	High-speed rail as a transportation option.
181	Southwest	Faster travel solutions to effectively shrink the distances between major cities.
182	Southwest	Ensuring that those who use roads and don't pay significant gas taxes pay fairly through an alternative tax. Im referring to electric vehicles. Also toll roads should be considered to harvest \$\$\$ from out of state travelers.
183	Southwest	High speed rail! That way people can travel for business and tourism faster with having less of an impact on the environment.
184	Southwest	Designing roads and highways out of concrete so they last. Temporary fixes with asphalt are frustrating.
185	Southwest	The economy will figure it out, you don't have to spend billions on a few more miles of interstate so some business can relocate out of a city to a suburb which is therefore more reliant on auto travel...thus requiring more funding to expand highways...thus encouraging more sprawl...repeat the cycle.
186	Southwest	There needs to be more bridges crossing the Mississippi River in southwest Wisconsin, especially in Grant County, the 3rd most important agricultural county in Wisconsin (in terms of total ag value) and the 80th to 90th percentile in importance nationally. Grant County has plentiful access to rail and water...we just need at least one more bridge crossing the Mississippi River to make it a complete intermodal hub.
187	Southwest	More rail. Get big trucks off the road.
188	Southwest	Passenger Railroad
189	Southwest	Reducing transportation emissions
190	Southwest	Renewable energy and sustainable multi-modal transportation systems.
191	Southwest	Making sure that everyone has close access to well maintained roads and highways. Continuing to expand the state's freeway/expressway system to make traveling and delivery of goods easier.
192	Southwest	Local assistance
193	Southwest	More lanes on the highways and more bypasses that make it enjoyable and faster for people to travel from A to B.
194	Southwest	More frequent, reliable, and lower cost public transportation
195	Southwest	Allow extra revenue generating techniques such as gas tax to improve the amount of money to make safety investments.
196	Southwest	Preparing for driverless vehicles and encouraging greater use of bus and rail options for folks who want to work/text/etc while commuting.
197	Southwest	Invest in Vision Zero-no deaths or serious accidents. Driver education and getting unsafe (infirm, impaired, distracted) off the road for good should be a major part of this. I am a safe road (car, bike) user. My greatest opportunity for death or injury is by the action of an unsafe driver.
198	Southwest	speed/traffic calming designs in residential areas public awareness/education on proper use of roundabouts/traffic circles public awareness/education on laws and safe practices for drivers at bike/pedestrian crossings with newer styled markings/signals public awareness/education on campuses for students about walking/bicycling safety
199	Southwest	Truck inspection
200	Southwest	Enforcing that vehicles on the road need to be safe to drive. Many of the accidents I've seen are due to poorly maintained vehicles. A system similar to the National Car Test in Ireland could ensure that all vehicles on the road are safe and road worthy.
201	Southwest	Pedestrian safety. Especially for those with disabilities.
202	Southwest	Less reliance on cars, improvement of public transportation options.
203	Southwest	Support self driving vehicles.

ID	Region	Comment
204	Southwest	<p>Enforcement of existing traffic laws. Not issuing speeding tickets until driving at least 10 mph over the posted limit is counterproductive to any highway safety efforts.</p> <p>It appears to me that failing to stop at posted stop signs and traffic signals is increasing at an alarming rate. I am not talking about a rolling stop, which everyone is guilty of. I am talking about flat out blowing a stop sign or red light. I have witnessed this, where police were present and took no action.</p>
205	Southwest	<p>Wis Statute 346 clearly states that roads are for all users. I live in West Point, southwestern Columbia County. Our roads are designed according to the best rules and guidelines available at the time. Yet vulnerable users, pedestrians and bicyclists, get short shrift. Walk any state road in my town and you will feel threatened as cars refuse to slow or yield. Some drivers even honk, shake fingers and fists, and yell profanities and things like, "Get off the road!"</p> <p>Speed limit signs are enforced arbitrarily and are posted with the 85% rubric that ignores vulnerable users and favors vehicular speed and throughput.</p> <p>Start designing for vulnerable users first. Then accommodate vehicles. Build side paths where possible. Build obstructions to separate motor vehicles from pedestrians and bicycles where side paths are not possible. Encourage the legislature to change Wis Statute 69's language regarding Comprehensive Planning to demand accommodation in local plans for trails, side paths, and infrastructure that supports and protects all users regardless of modal choice.</p> <p>Treat cul de sacs as shared driveways or private drives and un-encumber units of government from cul de sac maintenance obligations unless, and only when cul de sacs are connected to other transportation infrastructure by trails or paths that can accommodate pedestrians AND bicyclists.</p>
206	Southwest	Improving road marking paint quality to be more visible during night and rain events is very important! Lots of deteriorated markings are so, so unsafe.
207	Southwest	Enforce speed limits on all roads and streets.
208	Southwest	Safe crossing for non motorized users
209	Southwest	<p>The DOT has for generations prioritized driver convenience at the expense of bicyclist and pedestrian safety. We need slower, softer, more sustainable street designs if we're to even HAVE a future.</p>
210	Southwest	Protected lanes for non-vehicle traffic, reducing and enforcing speed limits, enforcing measures against distracted driving / texting while driving
211	Southwest	As a pedestrian & cyclist who does not own a car, my main safety priority is creating space for cyclists and visibility for pedestrians. While speed limit signs are nice, we need streets that are NOT designed for speed -- limited visibility and narrower lanes tend to be the most effective means of slowing down traffic. Combined with raised crosswalks and flashing signs, we can significantly reduce pedestrian fatalities. I would especially like to see more inter-city dedicated bike paths & segregated lanes. Not only will these provide safe options for cyclists, but by narrowing the roads will necessarily slow down vehicular traffic. I am also in favor of public intercity bus or passenger rail, which completely eliminates the risk of distracted driving for all the passengers who are no longer driving.
212	Southwest	Traffic calming measures - NOT JUST SPEEDBUMPS, but narrower streets and roundabouts, curb bumpouts, etc. Make it more difficult for cars to speed through neighborhoods. The type of people who speed often don't care about speedbumps, they'll drive right over them like they aren't there.
213	Southwest	Infrastructure should be designed with safety (esp. vulnerable user safety) in mind. Speed limits should include safety considerations. Stop it with the distracted driving. That means you -- I know you text while you drive. Stop it. You're going to kill someone like me. I don't want to die so you can text a smiley face to your friend. I don't want to die so that you can look up directions on your phone. Please. Have some compassion -- don't kill me.
214	Southwest	Safe or separated bike lanes & connections.



ID	Region	Comment
215	Southwest	DOT should adopt NACTO design standards particularly when it comes to bicycle infrastructure. DOT is still pushing outdated, unsafe paint. We need protected bike lanes on roadways where the speed limit is >25 and safe intersections, separate bikeways along highways, and money for connecting bikes and buses/trains.
216	Southwest	Being weather-proof is sort of impossible and I'd rather not spend a ton of money trying to be ready for extreme events. It seems more sensible to respond specifically to areas that are hit with severe weather and to repair them, rather than try and have EVERYTHING ready. The safety stuff is hands down my top priority, especially reducing driver distractedness.
217	Southwest	Changing behaviors of all users of the transportation systems. Bus drivers are bullies and merge without looking or commit other traffic crimes. It is going to cause accidents. Bicyclists do whatever the***they want. We should respect agricultural vehicles, but they also do whatever the***they want sometimes. It is not just cars and trucks that need to change their behaviors for safety.
218	Southwest	Driver education efforts - "Defensive driving"
219	Southwest	<p>Although I support the current under-18 license without a road test, we need to monitor our incident rates. Many young are waiting longer to get their drivers licenses, so although 18yrs old is the obvious cutoff to require a road test, do we lose anything to give consideration for road test waiver thru HS graduation?</p> <p>Road paint in horrible in the entire state! Weather conditions make marlings difficult to see. Street lights (incandescents vs LED) reflect differently and best-fit painting seems to lag behind with lighting upgrades.</p>
220	Southwest	<p>While traffic signs, guard rails, etc are important - more is not always better. Pavement markings however are a recurring disappointment, not being sufficient in wet conditions particularly.</p> <p>Speed enforcement to reduce the extreme speeds - say 15 mph or more over the limit- might be helpful and perhaps could be enforced with cameras or similar devices.</p>
221	Southwest	Less focus on moving as many cars as quickly as possible (especially through towns/cities) and more attention to improving pedestrian/bike safety along multi-lane roads. Could include better bike lanes (wider, actual barriers between bike land and car lanes; not squeezing bike lanes to the shoulder so they are half on the pavement and half in the gutter), more pedestrian/bike bridges over busy roads.
222	Southwest	better regulate UTV behavior on roads - too many UTV operators seem to think it's ok to drink and drive
223	Southwest	Build fewer roads and build more bus lanes and train tracks.
224	Southwest	Better lane marking, as in high-contrast. Plows and weather seem to damage so much paint--we need better. (Yellow and white on concrete isn't the best.)
225	Southwest	More electronic signs that can be updated quickly to alert drivers to dangers ahead.
226	Southwest	Infrastructure technology that will allow automated and connected vehicles to perform as designed (improved pavement markings and vehicle to infrastructure (V2I) systems.
227	Southwest	Fixing the potholes, the cracked pavement, the raised pavement on the road in hot weather, completely repairing certain roads not just patching pieces of it which causes more issues - all done on a timely bases.
228	Southwest	Pedestrian and bicycle safety improvements that are systemic and risk-based versus being based solely on existing crashes.
229	Southwest	<p>"Safer by Design" roadway construction that emphasizes lower speed limits and traffic calming, with pedestrian and cyclist safety features like buffered bike lanes.</p> <p>More (and automated) enforcement of basic traffic laws like red light and speed cameras.</p>
230	Southwest	<p>More strict laws on impaired driving</p> <p>A focus on pedestrian and bicycle safety</p>

ID	Region	Comment
231	Southwest	Stop building multi-lane roundabouts. People find them confusing enough already, having someone in the inner lane suddenly decide they want out swerve into the outer lane and cause crashes. My son was victimized this way -- his left front collided with the right rear of the vehicle on the inside of the roundabout and he got the citation!
232	Southwest	This isn't popular subject right now, but safety would increase if our law enforcement officers were allowed to enforce the laws. Distracted driving is a big issue, but not as big as people ignoring all driving laws such as speeding, driving recklessly, ignoring stop signs/lights. It's the wild west on the highways right now. Drugged and drunk driving also seems to be on the increase.
233	Southwest	Need to stop people from tailgating, speeding and aggressive driving.
234	Southwest	Enforcement and penalization of driving under the influence must be a priority for transportation safety. While capital investments in roadway features, signals, and new technology are all fantastic, the state must step up and enforce its DUI laws.
235	Southwest	we should be designing for a changing climate and the extreme weather events that are becoming more frequent
236	Southwest	New roads are being built too wide! Wide roads cause drivers to drive at higher speeds. Narrow roads or ones lined with trees, &c cause drivers to drive slower.
237	Southwest	Wisconsin needs better railroad crossings from a safety perspective. Also, aggressive and speedy driving is an issue that has become pervasive both on interstates and in municipal streets and state highways. We need a culture shift and less distracted driving.
238	Southwest	Don't invest in new traffic message signs. This is a thing of the past, most people will have smart phones, smart autos etc to get information delivered. Invest in that infrastructure. Stop living in 1980.
239	Southwest	Must give high priority to re-instituting Complete Streets and provide more funding and assistance to local governments for traffic calming and road diets.
240	Southwest	Limit the number of consecutive hours behind the wheel for drivers of LOCAL bus agencies.
241	Southwest	Expanding I-90/94 from Portage to Wisconsin Dells and expanding lanes from I-39/90 north to USH 151 north, Madison to Sun Prairie.
242	Southwest	1). Laws / enforcement for drivers with dangerous driving behaviors: speeding, tailgating, weaving in and out of traffic. 2). Improve safety on rural crossings. Make sure there are no obstructions to the view for driver's when checking for cars. For example, dirt from farmer's fields piled too close to the road. In this case, there should be ditch. Blind crossings should also be looked at to see if additional signs, etc. are needed.
243	Southwest	Need to increase traffic enforcement. The laws are on the books but are not effectively enforced to have compliance from the public.  Stay right laws need to be enforced on the freeways. This will increase safety on our freeways as well as increase capacity.
244	Southwest	Installing passing lanes east bound on highway 14 from Black Earth to Madison.
245	Southwest	Changing driver behavior to reduce distracted driving and improve attentiveness behind the wheel is critical to improving the safety and efficiency of our transportation system. Most crashes are caused by human error (not the transportation system itself), so the public must be educated and remain alert at all times while using the system, regardless of which mode of transportation they use. In addition, there must be appropriate consequences/penalties for failing to use the appropriate behavior.
246	Southwest	Idea for driver safety: Implement a program for license renewal that includes a road test ~ every 5 years.  More jobs created and more revenue generated.  Add cameras a high traffic intersections that capture illegal driving behavior - tickets generated via license plate capture.
247	Southwest	Safe, secure, connected transportation options must exist in all communities for ALL users including minority/Black neighborhoods.

ID	Region	Comment
248	Southwest	Greater focus on driver education relating to driving in adverse weather conditions. See examples of training in counties like Finland. Greater focus on educating and enforcing highway driving etiquette such as passing in the left lane then moving back to avoid excessive traffic buildups and eventually allow for higher speed limits. Consider vehicle safety inspections.
249	Southwest	Give the officers a raise. They deserve it!
250	Southwest	(1) Sidewalks around all school areas. (2) Cut grass/weeds on the Interstate areas more frequently. (3) Keep state patrol officers on the Interstate. There are too many drivers who are riding up on the rear end of drivers maintaining speed limit (or going over by a few miles). These drivers are weaving in and out of traffic and cutting people off nearly causing accidents.
251	Southwest	You didn't mention better crossings for bikes and peds, but I would like to see safer crossings and also an emphasis for distracted walking as well as drivers.
252	Southwest	High speed rail and more public transportation options. It takes cars off the roads, which will make the roads safer.
253	Southwest	Education - roadway users often do not know how to behave around each other. Many drivers do not know that bicycles are legally vehicles and SHOULD be riding on (most) roads. Many bicyclists also do not know this and ride on sidewalks or against the adjacent lane of traffic.
254	Southwest	Cycling infrastructure. Rail transit. Ability to move more people, safely, without putting more automobiles on the road.
255	Southwest	Increased implementation of roundabouts and urban traffic calming devices, especially adjusting design standards to implement natural speed limits. Current roadway design emphasizes speed with straight wide roads and attempts to reduce speed with ineffective signage.
256	Southwest	Changing driver behavior with regard to impaired driving is critical.
257	Southwest	Expanding public transportation and biking infrastructure. No more highway expansions!
258	Southwest	Wisconsin's natural environment is something that should be treasured and not taken for granted. If we do not make effective efforts to preserve it today in relation to our transportation needs and growth, there will be none left for our future.
259	Southwest	We need to reduce emission, would like to see high speed rails
260	Southwest	Include a strong focus on transportation by foot, bike or bus, potentially even short rail sections. The interest in these transportation types far outpaces our investment and our current available infrastructure.
261	Southwest	Biking infrastructure
262	Southwest	More Bike Lanes for short commuter routes but also long regional and statewide connectivity of integrated system.
263	Southwest	We must quickly transition to a zero-carbon transportation system, even if it impairs mobility. Electric vehicles, renewal power, and public transportation, especially electric passenger rail, must have much higher priority.
264	Southwest	Connecting cities better - travel within the state and connecting to transportation systems in neighboring states as well (train from Madison to Chicago or a bus-train connection). Expanding service to meet the needs low-income and under represented populations.
265	Southwest	Carbon emissions are by far the most important issue we must tackle. But the other items in the list above are still worthy of considerable attention.
266	Southwest	The speed at which we travel might need to be critically examined. Reliable and less expensive transportation at lower speeds might satisfy more societal needs. Roundabouts might be proving that slow and steady is preferable.
267	Southwest	Much can be gained if we are okay designing for slow and steady. Both in reduced environmental damage, and also in esthetic appeal.
268	Southwest	Utilize existing railways for bike path or light rail systems.
269	Southwest	Nature bridges for wildlife crossing. Especially for cranes.

ID	Region	Comment
267	Southwest	We need to create a transportation systems that supports us and the environment we love and need to exist. The one thing I desperately want to see are more land bridges for animals to cross safely over our busy roads. Not everything we do need to be human centric. I'm tired of seeing so much wildlife dead on our busy highways.
268	Southwest	Environmentally sound engineering like mag-lev technology already exists, let's use ideas that are implemented in other states and countries instead of outdated machinery.
269	Southwest	Sorry, this has more to do with safety, but people should not be given so many chances with drunk driving. Another question I have is, Can't they make roads that will last? Also could the roads be made out of recycled material?
270	Southwest	Lower the speed limits back to 65
271	Southwest	Invasive species control
272	Southwest	I'd love to see kids biking to school.
273	Southwest	Commuter rail. Much better fuel economy per person
274	Southwest	Decrease dependence on fossil fuels by making transit attractive--high frequency, well lit, shelters protected from cold. Make it easy and convenient to choose a mode other than personal automobiles
275	Southwest	Reduce asphalt and concrete, which are energy-intensive to produce, cost a lot to maintain, increase air temps, and interfere with water absorption.
276	Southwest	Support for multi-modal transport and electric vehicles, to reduce transportation-related carbon emissions
277	Southwest	Emphasis on Zero emission transportation options such as biking and walking.
278	Southwest	Noise pollution, vehicular emissions, and danger from high-speed roads is a major issue for me. Though drivers always like to go fast (I certainly do whenever I am behind the wheel of a car), nobody likes to be a pedestrian near a fast street, and it is even worse if you live near a fast street. Noise pollution has a significant impact on quality of life. And since minority neighborhoods tend to be located in less desirable areas near highways and interstate exchanges, reducing noise pollution is a major equity issue.
279	Southwest	I live next to I-90 which is concrete (not asphalt) and the noise is sometimes unbearable - it's a constant drone. The state needs to consider things like noise pollution and light pollution, which are important issues as well.
280	Southwest	Expanding and promoting mass transit options to provide greater accessibility and emphasizing investment in alternate modes such as hybrid buses and high-speed rail.
281	Southwest	ease of use integrated with population reliable
282	Southwest	Connected bike/ped facilities that encourage zero emission uses.
283	Southwest	Making roadways safer for animals that need to cross. Animal crossings (under and overpasses), fences, warnings, etc. Especially wide roads like interstate highways. How are animals supposed to cross interstate highways to get to water, food, habitats, family, safety, etc.? Making roadways safe for animals is a win win for all. At least the interstate highways - to start with. Double highways. Everyone benefits - animals, drivers, recreation, hunters, nature, people, the economy.
284	Southwest	The climate crisis demands that we immediately and drastically cut greenhouse emissions, especially those related to personal vehicle use. That you haven't included reducing GHG emissions, makes me wonder if you are serious. This must be the top priority. Period.
285	Southwest	The majority should not oppress the minority. And the reverse should be true. There needs to be a balance between infrastructure and nature. There needs to be balance between the needs of everyone and the voice that minority or low-income voices have. Right now, things are not in balance. Nature needs a little more love. Minority or low-income voices are over emphasized.

ID	Region	Comment
286	Southwest	Consideration for transportation methods other than auto/truck highway need to be considered. It seems the trend for walking, biking, and public transportation are growing in our medium-sized communities. Our plan needs to evaluate this. I live 20 miles from Madison, but there are no park-and-rides on the Hwy 151 corridor...we use private business lots. Are there other options when planning new construction?
287	Southwest	Making a road system that last more then longer
288	Southwest	Transportation options that serve all members of the community and preserve and promote the natural environment.
289	Southwest	While healthy communities are an essential area, also need to provide for reasonable intercity travel routes that keep vehicles moving at reasonable speeds.
290	Southwest	Bring back the requirement that highway projects must take into account and provide for bicycle & pedestrian users.
291	Southwest	Practices to use certified weed-free gravel/fill and use native plants to minimize introduction/spread of invasive species. This includes adequate budget (\$, time) to support healthy establishment of new plantings after infrastructure construction.
292	Southwest	Road noise and salt use in winter. There are better ways to make roads.
293	Southwest	funding for bicycle lanes
294	Southwest	<p>What does "Better air quality as a result of reduced transportation emissions" even mean? Am I to understand more vehicles will produce fewer emissions, including air travel, correct? Not likely, with more, larger, less-efficient vehicles on the road. I can't see it.</p> <p>Sound barriers (ideally, natural) on stretches of interstate near communities (Edgerton comes to mind). The regular intrusion of Jake breaking is unwelcome and disruptive. Another thing about trucks, do truckers need instruction on compensating for long inclines? Would signs informing them of upcoming grade changes help? What is it with them slowing way down between Stoughton and Edgerton? They almost need a turtle lane to themselves right there--it's extremely odd. They slow down quite a bit right before Janesville, too.</p>
295	Southwest	Preserving the local area. Baraboo bluffs are a perfect example. You have natural beauty and 100s of unique species in that area.
296	Southwest	A multi-modal network of transportation that doesn't require everyone to own a car to get around. There are many natural areas in Wisconsin that are only accessible by car. We need to build a transportation system where the state, regions, counties, and local units of government can work together to provide more accessible transportation all over the state. We can do this through regional transit authorities, but first must overturn the ban on RTAs in the Legislature. It's also important that each transportation project includes all voices in the conversation. That means doing more than an online survey or holding a public meeting. WisDOT needs more funding to complete comprehensive public engagement in order for all voices to be heard. Not everyone is just going to come to the table, sometimes we have to go to them so they know they can have a say in the project.
297	Southwest	Encourage all WI companies to allow working-from-home to reduce traffic jams, clustered roads and highways and emissions during weekdays and the occasional weekend.
298	Southwest	Reducing a roadway footprint to minimize environmental impacts doesn't mean not including biking, walking or transit options - it may mean less travel lanes for motor vehicles.
299	Southwest	Eliminate the use of high-capacity roadway designs that act as barriers across neighborhoods. We're still building too-many 4+ lane monstrosities with minimal pedestrian and bike access opportunities to get across them.
300	Southwest	Need more mass transit, biking walking rather than carrels and trucks
301	Southwest	Promote increased material recycling on projects and integrate native species into WisDOT right of way when re-establishing vegetation.
302	Southwest	There is arguably nothing more important in our future transportation plans than environmental protection and climate change resiliency. The future of transportation in this state must include low-income / minority populations, and provide local multi-modal options.



ID	Region	Comment
303	Southwest	we should be prioritizing population density and shared, multi-modal transport options. the number of single commuters in cars is ridiculous - we need to encourage bike, bus, and train commuting
304	Southwest	Reconsider the economic destruction that is caused to small towns when state highways bypass the local center of commerce and community. Service to major population centers seems to outweigh conservation concerns.
305	Southwest	We are considered a tourist state with a thriving economy and we need the safest roads for ourselves and visitors. As our environment deteriorates as it is doing we must put that concern on equal footing with safety. You won't have a beautiful state unless you address climate change.
306	Southwest	Greater focus on public transit than on cars. More roundabouts
307	Southwest	Kept them out of rural areas
308	Southwest	We need more Intercity public transit options that are sustainable, including reliable and affordable train and bus services.
309	Southwest	Electrifying transportation and focusing on expanding electric transit buses in the state.
310	Southwest	Reduce speeds, reduce lanes, reduce cars. Freeways create urban sprawl that harms our air, creates traffic, is detrimental to low income areas, and promotes racism.
311	Southwest	Access to public parks by public transportation key. It should not be necessary to use a car to get to a trailhead if buses stop there at least once in the morning and once at the end of the day.
312	Southwest	6 foot high fences along interstates - would drastically cut down on car/deer accidents
313	Southwest	cradle-to-cradle (life-cycle considerations) of transportation planning projects
314	Southwest	Multi modal transportation. More focus on bicycles and rail and efficient affordable bus systems. Build transportation that makes it possible and easy to travel across and around the state by rail rather than only by car.
315	Southwest	Investments in technologies and methods to reduce single occupant vehicle miles traveled and shift them towards multi-modal and more sustainable options.
316	Southwest	more public transport, fewer cars
317	Southwest	Create incentives to change from fossil fuel for intra-city buses to electric buses.
318	Southwest	Making sure the bridges and culverts are large enough to accommodate a variety of animals to pass through it. This will help the environment and safety of the roadway by reducing the amount of animals being struck by vehicles.
319	Southwest	No more moving-picture billboards. They are way too bright, they are distracting, and it's OUR space, our view and our driving experience....the advertisers are not paying the drivers to impact us in such a harsh and rude way.
320	Southwest	Provide more options for public transportation
321	Southwest	Listen to the people during information sessions. Since not all people will show up to an listening session, try to better engage with the people being impacted by a project. Maybe that's going door-to-door or setting up a table at a popular coffee house or grocery store. Also, look at long-term public transportation options. Are the stops and infrastructure where they are needed most? Are taking away five acres of wetlands completely necessary?
322	Southwest	Achieve reduced emissions by supporting multi modal transportation, regional transit authorities, regional rail, commuter rail, and local rail.  And by multi modal, not lets expand the urban highway but put a 5' wide bike lane somewhere and slap a picture of a biker on the cover of the PIM slide to win local support...like actual all ages and all abilities facilities while understanding that vehicle traffic is uncomfortable and unpleasant to be around.
323	Southwest	Local and regional transit are key to improved quality of life and improved economic development.
324	Southwest	WisDOT needs to modernize its asset management information into a cloud based, location based system where maintenance of information flowing from project life cycle is cataloged into asset maintenance information system to provide a statewide perspective and allow improvements to be based on more than pavement condition alone. Lighting, culverts, ADA, signing, roadway appurtenance, etc.

ID	Region	Comment
325	Southwest	Help maintain rural areas of the state. The small towns and town roads need help. There are larger farm equipment now, road edges need to be maintained to support our rural communities. We work hard to feed America, please support us.
326	Southwest	Increased investment in bike-ped options and universal design. The design with ramps, low curbs, integration with streetscaping is more important than condition because if the ramps/curbs are not passable, it will create more user difficulties than if the facility is just a little outdated.
327	Southwest	Access research so roads last longer.
328	Southwest	Regular maintenance to prevent major damage to infrastructure that builds up over time.
329	Southwest	Focus on communities that have been neglected in the past. Neighborhoods where people of color live.
330	Southwest	Fix a whole road not just part of it.
331	Southwest	I thought each county or maybe municipality had a budget, use it or lose it possibly? I think a better system would be allocate where it is really needed. We have had some road work done near us that was necessary and other roads need attention. We always wonder where the priorities are set
332	Southwest	Efficiencies will only get us so far. Many roads were built during a boom in the 50's and 60's and are now due for complete replacement. Realistically we should have been saving up and putting away money for this situation like one does for retirement, but people don't like taxes and it is politically difficult to tax people living now for something that they will likely not live long enough to benefit from. We as citizens will either need make due with what we have, or contribute monetarily to a better quality system that we want.
333	Southwest	vegetation management to ensure road stability is maximized, reducing time needed to repair
334	Southwest	Overall per mile costs of maintenance for walking and biking are far lower than the freeway expansions that you keep doing. We don't need new interchanges that cost billions of dollars. We need transit and active transportation infrastructure.
335	Southwest	We need to stop building more lanes and roads. The state and local communities don't even have the money to maintain what has already been built.
336	Southwest	I believe maintenance should be focused mostly on non-car transportation to encourage transportation users to seek alternate modes (bikes, trains, public transit, etc.)
337	Southwest	Use NACTO Design Guidelines
338	Southwest	no new lanes
339	Southwest	I wish we could just get people to accept that raising taxes is the most effective way to support maintenance in the state. People whine and complain about the condition of roads and bridges, yet vote against any tax increases. These things aren't free people!! I fully support any initiatives to do maintenance and am happy to help pay my share.
340	Southwest	Expanded use of business logic technology to facilitate easy access to infrastructure conditions, limits and maintenance.
341	Southwest	Keep focus on the long-lived nature of most transportation investments so that low cost solutions don't get in the way of a goal of upgrading the transportation system to keep up with future needs and current expectations.
342	Southwest	Spread the money around the state. Madison and Milwaukee have received most of the funding for the past several years.
343	Southwest	More bicycle projects, please!
344	Southwest	NO TAX INCREASES. Get road builders out of legislators offices. Stop trying to pave over the entire state.
345	Southwest	More funding to local communities (cities and townships). They often have the worst roads in the state, with the smallest tax base, and are least able to fund improvement projects. This leads them to making short-term inexpensive fixes just to maintain use, or even revert roads back to gravel or close structures like bridges. The smallest levels of government need the most financial help when it comes to infrastructure.
346	Southwest	Prioritize providing bike and pedestrian facilities as part of roadway improvements not as add-ons.

ID	Region	Comment
347	Southwest	<p>I am willing to accept significant travel delays to save millions of dollars in project costs.</p> <p>I find the word "innovative" is overused; I would prefer "diligent". We so often get wrapped up in new technologies that promise greater efficiencies without dedicating proper resources to evaluate the true performance and side effects.</p> <p>I consider bicycle and pedestrian traffic a low priority only because I have seen an over-emphasis on these usually frivolous "improvements". I consider these a high priority in truly urban environments that have a high volume of users, not simply for recreation, but for legitimate transportation for commuting and purchasing needed goods.</p> <p>I consider local community infrastructure a low priority only due to the low volume these facilities carry. With a statewide perspective, investment in higher volume facilities would obviously yield greater benefit to the whole. Local facilities are obviously very important for people of those communities, but then they have pooled their resources to develop their individual community in a manner that is best suited to themselves. Statewide funds have been wasted when ambitious local individuals have lobbied for state funds to improve local communities, and the benefit has been far from realized.</p>
348	Southwest	Research and development of new and existing products designed to promote less wear and breakdown of the infrastructure.
349	Southwest	Rather than always seeking more and more money, working smarter with less. For example, look at the number of traffic cameras throughout Milwaukee county. It seems very excessive, especially when you compare that to there being no cameras on HWY 151 southwest of Madison or anything really north of Eau Claire or Wausau.
350	Southwest	No regional rail of any sort to get vehicles off the road
351	Southwest	Let's bring back the use of gravel roads in areas where it would be cost effective. See Iowa's use of gravel roads in rural areas. This will save maintenance funding for other portions of the transportation system.
352	Southwest	While continual improvements in highway asset management is vital to an efficient transportation system, as much emphasis should be placed on improving bicycle and pedestrian facilities, as well as local transit options. Dedicated bus lanes (BRT) must be considered in urban areas.
353	Southwest	The Town I work in was unsuccessful in obtaining Disaster Damage Aids through the Department of Transportation. A number of roads were damaged, in our opinion, quite dramatically. The response to our application was dismissive and when we inquired about an administrative review process for our application, on TWO occasions, were never provided a response. The bureaucracy and efficacy of the DOT needs to improve and actually respond to local problems and concerns.
354	Southwest	More roundabouts
355	Southwest	Adding more funding to local communities. Also, prioritize local state highways for traffic improvements and maintenance.
356	Southwest	Our roads are constantly under construction. How do other cold climate states and countries maintain their roads and infrastructure? I feel like we need to look to Scandinavia and other advanced colder countries to learn what they do to preserve pavement and reduce the need to constantly repave and remake roads.
357	Southwest	The labor involved in highway, bridge and road maintenance should be located in Wisconsin, not a place such as Georgia or Illinois. Preference should be given to maintenance firms that hire people often discriminated against such as women, disabled people or people of color.
358	Southwest	Salt use reduction
359	Southwest	Please eliminate the use of gravel for road half fixes as it causes damage to vehicles, leading to premature failure and rusting.
360	Southwest	Too many roads and streets are full of potholes and need to be fixed. The worse are along the beginning or end of and on Interstate on/off ramps.
361	Southwest	I'm sure this is happening, but plan ahead on big projects so less maintenance is needed every few years.
362	Southwest	Maintain what we have first. No new roads or facilities until the existing house can get into order. Explore the costs of adding or expanding rail/transit/bike facilities over expanding capacity on highways.
363	Southwest	Solving texting and driving. Especially with youth.

ID	Region	Comment
364	Southwest	High speed rail service Chicago-Milwaukee-Madison-La Crosse-Rochester-MPLS.
365	Southwest	More transit system funding
366	Southwest	making sure that individuals in no-car or low-income areas have expanded access (locations and hours) to transportation to vital services (grocery stores, pharmacy, medical), workplaces/schools, and transportation centers
367	Southwest	We may be a decade late to the game, but we need high speed rail options for personal transportation. This has been a connectivity game-changer in other developed countries. Minneapolis-Madison-Green Bay-Milwaukee-Chicago could all be a couple hours apart.
368	Southwest	integrated system planning with residential and commercial development and redevelopment planning
369	Southwest	Small Communities in mostly rural need access to various forms of transportation. Rail transport, bus transport and other forms should coordinate and not duplicate for increased efficiency.
370	Southwest	This is important in order to provide access to grocery stores, health care, etc.
371	Southwest	Answered no opinion on airport accessibility because not sure if the question is asking whether all individual airports would be accessible internally to all people, whether all airports would have accessible transportation to reach them, or if new airports with passenger service would be added.
372	Southwest	Good mode-to-mode transition points (e.g. secure, indoor bicycle parking at transit hubs and bike share options).
373	Southwest	Please follow the European example. Trains and buses seem to be everywhere. They are easy to use, clean, frequent, and economical.
374	Southwest	Bring back the high-speed rail service idea from Chicago to Madison to Minneapolis!
375	Southwest	Transportation needs to be about meeting the needs of people to get to where they need to go on their schedule; not about the modes.
376	Southwest	It's important to focus on the core improvements that increase ridership, not fancy technology like WiFi. People just want the bus to come on time and get them where they need to go. They want a dignified and safe place to wait for the bus--not be stuck in the snow on the side of the highway. Secure, well lit bicycle parking near transit is essential.
377	Southwest	We need on-the-ground wayfinding for those traveling by means other than driving: signs, maps.
378	Southwest	More infrastructure (charging stations) to promote travel by electric vehicles
379	Southwest	Shame on WI DOT. No mention of any program to reduce the pedestrian and bicyclist death at the hands of motorists.
380	Southwest	<p>The increased popularity of standing scooters makes bike lanes all the more urgent, as scooters are too fast for sidewalks but too slow for traffic. As a cyclist, I would like to see segregated/protected bike lanes that are wide enough for a scooter to be safely passed by a cyclist.</p> <p>I certainly want to see increased bike capacity on mass transit. For example, Madison Metro buses are each able to accommodate two bikes each. While this is better than none, I have often seen cyclists have to wait for several buses before they can catch a ride. This necessarily reduces the interest of people who would use this service.</p> <p>Let's aim for an intercity system like we see on the East coast, or even in European countries like Spain, where national, state, and municipal rail systems are fully integrated with local and rural bus routes to make it almost entirely superfluous to own a car -- especially if you already own a bicycle!</p>
381	Southwest	<p>It's criminal that there's no decent rail connectivity from Minneapolis to Madison to Milwaukee to Chicago. Could you imagine, if there was regular rail service from Chicago to the Twin Cities, how many people that could bring to Madison and Milwaukee? I know I myself would have visited the Twin Cities and Chicago much more frequently if there was decent rail connectivity.</p> <p>You might say "But there's Van Galder bus service to Chicago from Madison" ... but how do I get to the Dutch Mill Park and Ride without a car? The Madison Metro Bus takes 1 hour and 23 minutes (according to Google Maps) to get from my apartment to the Park and Ride (because I have to go to the transfer point and change busses). It's a 10 minute drive by car. If you want to know why more people don't use public transit, this is why.</p>

ID	Region	Comment
382	Southwest	Autonomous vehicles
383	Southwest	Dedicated or separated & connected bike lanes/paths.
384	Southwest	After having seen the incredible integration of public transportation systems in Europe, I believe we dropped the ball by pre-emptively transitioning too much of our railroad infrastructure to bike paths. While I believe that the paths are healthy and needed, an integrated system of light rail across southern Wisconsin would serve more of the community in a practical manner.
385	Southwest	Again, because reducing greenhouse gas emissions associated with transportation must be a top priority, ensuring connections among different transportation modes and prioritizing those that produce the least emissions is vitally important. Other countries have figured this out. Wisconsin could have a state-wide transit card, for example, that allows for one payment/ticket method across all public transportation. Right now, DOT could assess current connections and work with providers to adjust schedules to improve them. Electrifying everything from trains and buses to cars and trucks must be a priority as well. Why couldn't we have regional hubs served by buses and trains to connect even the smallest communities to the world. Why must rural residents pay more than \$9,000 per year, on average, to own and maintain a private car? We need buses that connect to regional hubs that are in turn connected to state hubs.
386	Southwest	I would like to see more safe bike routes connecting cities to the surrounding rural/suburban areas.
387	Southwest	fund mass transit not new lanes
388	Southwest	People centered planning, not car centered!
389	Southwest	Properly fix and maintain roads! Hwy 11 from Janesville to Brodhead is horrible!
390	Southwest	Improved "access" should not mean free or even cheap. As we expand into other transportation options, every user should pay their fair share.
391	Southwest	Expand the use of our railways. Cities don't move so a rail link between many cities is easy and wastes less fuel and land footprint.
392	Southwest	Increased options to ditch cars and proceed on public transportation.
393	Southwest	Small rural communities need help funding transportation for special needs persons. We have a number of residents mobility-impaired residents who have no choice but to travel on the street in their chair. Totally unacceptable but our housing for special needs is on quieter streets that receive little maintenance money. Regardless, they have to travel down our busier streets for work and shopping. Its not ok.
394	Southwest	Prioritize affordable intra and inter state travel with diverse options for all.
395	Southwest	Bike transportation infrastructure that covers entire communities, especially areas with lower income residents. Typically, it seems like the rich, white parts of towns are well-endowed with bike infrastructure, but other parts of town are forgotten, which makes it less safe/comfortable for more people to bike. Same comments for public transportation (e.g., buses).
396	Southwest	more funding for bicycle lanes, especially from homes to schools, and to complete gaps in existing bicycle networks
397	Southwest	We need to create a transportation authority across metro areas to better plan for bringing mass transit from the cities into the suburbs.
398	Southwest	An intermodal station with convenient access to food service, restrooms, wifi..., Make use of public transportation as comfortable and convenient as flying Subsidize travel from intermodal station to business and shopping centers
399	Southwest	Increase public transit options and opportunities. Make public transit a reasonable option for all.
400	Southwest	Intercity Passenger Rail. Please. Now.
401	Southwest	Priority needs to be placed on safety and infrastructure for people that bike, walk, use transit as it relates to fundamental transportation modes and not incidental to other modes. This is also relates to local economies, health and quality of life.
402	Southwest	Stop trying to please everyone and be a one size fits all solution for everything. Put the limited resources available into the transportation options that serve the most who need it and stop trying to prioritize everything else.



ID	Region	Comment
403	Southwest	Revisit the possibility of high speed rail or a passenger rail connection that connects Madison to the existing rail line servicing Minneapolis, Milwaukee, and Chicago.
404	Southwest	WisDOT would be wise to extend their research on the millennial subgroup's transportation trends.
405	Southwest	The future of transportation is multi-modal. To encourage people to use a multi-modal system, we must make it accessible, connective, and well advertised. Anyone living in a metro area should have bus access within their community and longer range bus access to the rest of the state. Within cities and between rural communities, safe bicycle routes must be established. Pedestrians, particularly the disabled and elderly, must be prioritized over vehicles in urban areas. The state should begin a campaign to get more people using buses and bikes. If you build it, they will come!
406	Southwest	high speed rail should be a priority. commuter rail in milwaukee and madison should connect the suburbs to downtown areas to reduce traffic congestion
407	Southwest	commuter rail in madison
408	Southwest	More trains are the solution to transport, not fewer. Greater amtrak access could easily alleviate traffic.
409	Southwest	<p>POOR PEOPLE!!</p> <p>Good lord this survey is frustrating. There are areas of Milwaukee where not even 50% of people have a driver's license and it has nothing to do with them **Choosing** to not drive or own a car.</p> <p>I'm really, incredibly disappointed in this survey.</p>
410	Southwest	Wisconsin is very car-oriented with very little train options. People prefer train to bus when thinking about using transit vs driving somewhere. We need to invest in trains and away from buses for Intercity travel.
411	Southwest	There are many systems currently that are funded with state and federal dollars that are intended to support non-drivers, however, coordination is poor and dollars are not maximized. State agencies must work to get out of silos to ensure that non-drivers have seamless ride options to the places they need to go - with a priority on helping them access employment.
412	Southwest	The existence or possibility of having an inviting and pleasant place servicing amenities at a natural transfer point such as cafe serving snacks or cup of coffee.
413	Southwest	Widen the interstate system. Add more lanes between Madison and Waukesha.
414	Southwest	Anything that encourages people to leave their cars at home more often. Light rail between Madison, Milwaukee, and Chicago!
415	Southwest	Many small towns only have car and driver, maybe a cab, no bus, no train. We are not connected to the world. If you don't drive you are stuck in your small town for eternity.
416	Southwest	High speed rail to distant cities like Pittsburgh where driving takes over 10 hours on interstate and flying takes just as long when you factor in the 4 am wake up call, TSA screening and lack of direct flights. A Shinkansen line would compete with air travel on certain routes, especially if it could connect you to other cities like DC and NY using existing routes.
417	Southwest	Bringing transportation to under served communities should be of highest priority.
418	Southwest	Try making it easier to get around in non auto ways...bike, walking, rail, bus. Stop making everything second class to cars...they are just one mode of transportation and should not rule all others.
419	Southwest	I went to college in downtown Milwaukee 2006-2010. I had no car, and rarely wished I had one. I have family in both Madison and Green Bay. I had no problem riding a bus home to Madison, but I was surprised to find no options available to get to Green Bay, so I had to rely on carpooling instead. I've lived in Madison most of my life, and I've never felt I could easily travel without a car here. In downtown Milwaukee, a car felt unnecessary, even when I worked at internships in the suburbs (e.g. the Barstow office in Waukesha)
420	Southwest	Would like to see more availability of transportation options in Southwest, WI. There are not Amtrak stations, no trains, etc. And that is unfortunate. Would be a lot better if the roads could be widened for bike traffic or have specific roads that are not wide enough, to be closed to bike traffic. Either way would help us, but allowing bicycles on back country roads where there is not a designated lane for them, or room for them to be out of traffic is hazardous in the rolling hills of SW, WI.

ID	Region	Comment
421	Southwest	Transportation options beyond buses for those who do not own cars are extremely important as COVID-19 has shown. We must focus more heavily on engaging minority/Black citizens to make sure this next Plan addresses their needs.
422	Southwest	I appreciate the strong network of bike paths in Madison and feel incentivising and promoting bicycle or ebike travel in cities could both help highway traffic congestion and reduce the environmental impact of automobile emissions.
423	Southwest	More trains would be great. They don't have to be amtrak (very expensive)
424	Southwest	Improve mass transit and make more readily available
425	Southwest	Autonomous vehicles; truck and auto separation; Emphasis on multimodal transportation.
426	Southwest	Yes! All of this! Thinking bigger than just owning a car!
427	Southwest	<p>I know it is beyond WisDOT's control, but the legislature should allow the use of eminent domain to obtain ROW for bike and pedestrian facilities.</p> <p>WisDOT should be much more aggressive with negotiating railroad ROW leases; the public deserves to be able to use public ROW, and local governments should be able to place bike/ped and even local roadway crossings of RR ROW without the RR having the final say. Similarly, where adequate ROW exists but is not being actively used, local governments should be able to place bike/ped routes parallel to rail corridors to utilize existing underpasses/overpasses etc.</p>
428	Southwest	<p>Do this page.</p> <p>The CHI-MKE train is a vital part of transportation along the SE WI area, keep making that service better. Also, expand from Milwaukee to areas like Madison (not Columbus, but Madison) and north to the Fox Valley, Green Bay, etc.</p> <p>High speed rail was the big shiny object, but I'd happily take a reasonably frequent train service between Madison and Milwaukee that has its own tracks so freight trains don't up it's schedule.</p> <p>For people not driving cars: adopt a complete streets program, and lean into biking, walking, and transit as key modes that people use to get around. Taking just a few percentage of users off streets and highways adds up to big gains...and in cities like Madison where about 4-5% bike, and 8-10% of commuting trips are on transit, the mode split is noticeable! When it comes to transit, it's not hard, nothing sexy, just high frequency service.</p>
429	Southwest	Transportation for all generations is important! Aging adults who can not drive their car be nice to have more options for them
430	Southwest	Local light rail or Bus Rapid Transit in every metropolitan area.
431	Southwest	Start a better estimating technique in the program and planning stages of a project and use risk based estimating and technology to do conceptual virtual planning and alternatives to start with the best "quantified/allowances" rather than a \$/mi technique used today. Estimate project as a whole planning/design/construction/right of way to grow trust in legislature that DOT knows what it is doing...
432	Southwest	Tax the rich to employ the rest of us in building and maintaining green infrastructure.
433	Southwest	Evaluation of insurance industry participation in solving issues such as distracted driving. Include freight and agriculture in payment systems that factor in total haul distance and provide incentives for utilizing rail, shortening supply chains and shipping on lower demand modes or times.
434	Southwest	<p>I strongly believe that we should seek a more European approach to funding (for example the Irish Road Tax).</p> <p>Increasing vehicle registration costs based on efficiency and emissions. This would both increase registration revenues and provide a carrot for buying vehicles with better efficiency/emissions.</p>

ID	Region	Comment
435	Southwest	Tolling does help shift the cost burden onto people who use the roads more. It also must not be shifted to a private company like what Illinois did, since that could then make tolling less useful for the road projects. That said, people move further away from cities to get cheaper housing (per acre) and already "pay" by using and buying more fuel as well as their personal time with their commute. It may drive people closer to the cities where housing is already limited and relatively expensive.
436	Southwest	Consider the impact of the project for years to come. Environmental. How often it will need maintenance.
437	Southwest	If the state would legalize and tax marijuana there would be extra funding without having us pay for everyday driving.
438	Southwest	We have so many Illinois travelers. The law that says something like we can't tax in such a way that those who live out of state pay more I think. Get that law changed
439	Southwest	WisDOT should engage the legislature's TPC much more often and educate them on where the department is at. How much does it cost on average/mi to construct a rural two lane highway? How much money do we spend on traffic control on a free way project to do certain maintenance activates. Some times just doing maintenance work on a bridge on the freeway can result in millions spent on temporary roadways and structures to handle the traffic temporarily without massive backups and delays. Some more additional funding will be necessary to make substantial improvements to the current state of our transportation system.
440	Southwest	Gas tax is good choice. Let us work to find the best and cheapest way to build and maintain roads.
441	Southwest	I think usage fees should be closer linked to the weight of the vehicle. My small Mazda pays the same as a truck 3x the size which causes far more wear and tear to the road. Ford F-150s etc are proliferating and causing roads to not last as long. They should pay much more in registration fees to compensate for the toll they take on our roadways. I am tired of subsidizing giant gas guzzling vehicles
442	Southwest	People who drive private automobiles should 100% subsidize the infrastructure they use -- state and local highways and motorways. I want to see funding mechanisms that dis-incentivize private automobile use and incentivize cheaper and less impactful "alternative transit options" such as buses, trains, bicycles, scooters, and walking. As private car use (hopefully) declines, we should be able to continue funding other transit options as revenue generated from private automobiles likewise decreases.
443	Southwest	We all pay to build transportation infrastructure. I am very opposed to a toll system on publicly funded roads. However, I am very much in favor of congestion pricing to reduce peak traffic. We should be inspecting vehicles, too, to reduce pollution and emissions. Higher mpg and lower emission vehicles should get registration breaks (not, as is currently the case, have to pay a high penalty). Funding for a much better and more robust public transportation system can come from annual private vehicle cost raises - from registration to fuel taxes for private vehicles. There can be waivers when needed.
444	Southwest	disincentivize the automobile through taxes, fees and incentivize mass transit with economic benefits for those who use mass transit, particularly thought large corporate entities with many employees - bus passes, showers for cyclists...
445	Southwest	Just raise taxes, maybe on the wealthy or the folks who cause the most damage to the roads.
446	Southwest	Public transportation users, bicyclists, pedestrians, etc. should also pay their fair share. All of these options relate to vehicles (gas tax, tolls, miles, etc.). Need to explore even more options.
447	Southwest	Do not privatize our public roadways.

ID	Region	Comment
448	Southwest	<p>mileage-based fees may be reasonable for urban areas where alternative transportation is available. Rural residents, including farmers, have few options and accept a 30+ mile commute as part of life. But, that shouldn't be penalized with a mileage fee.</p> <p>Increased fee schedule for vehicle registration is a possibility...\$75 annual is more than reasonable....there is room for a little more.</p>
449	Southwest	All of these options will disproportionately impact your marginalized and poor communities.
450	Southwest	Need stable source that survives changes in vehicle fuel use and choices and that preserves purchasing power by routinely adjusting the revenue stream.
451	Southwest	Need transportation funds to stay in transportation, not raided for other uses like had been done in a previous democratic administration.
452	Southwest	Increase support for mass-transit. We have enough roads.
453	Southwest	<p>What is the price of clean air? (Priceless and rare, right?) We're pitting fuel efficiency against itself. Whatever.</p> <p>About funding: What about a tire tax?</p> <p>About funding: How about hiring contractors that build better roads the first time? Make contractors post signs stating "This road built by..." so we know who's responsible for the better roads AND the sub-par roads. Hint: Hire back the better road builders...</p>
454	Southwest	I think taxing is backwards. High mileage vehicles should be rewarded rather than penalized. Guzzlers should get the hammer not hybrids. Consider a sliding scale based on mileage or years of service.
455	Southwest	Matching funds
456	Southwest	Wisconsin should do more to take advantage of the out of state drivers in Wisconsin for assistance with transportation funding. The gas tax is simple to implement and adjust, and brings in out of state revenue. Increasing title and registration fees brings in funding - but only from Wisconsin residents. Looking into tolling in areas that limit federal oversight (bridges) might be a good way to pilot the technology in Wisconsin. Auto-tolling has revolutionized the collection of funds, without impacting travel time.
457	Southwest	Several of items has been explored in past studies, legislative committees, can items be followed on those areas?
458	Southwest	What about outside of the box thinking. Why are we continually spending large amounts of money for roads when we should be thinking of transportation alternatives such as hovercraft or other vehicle modes that would not impact the road as much.
459	Southwest	Stay away from tolling. Wasteful and can be used for funding non-transportation project instead of roads and bridges. Also steer clear of PPPs. The only investment private investors want are tolls.
460	Southwest	License plate readers at all entry points to the state to capture truck travel from out of state trucks that require IFTA or IRP but do not have it. Getting the right amount of money owed the state from out of state trucks through proper IFTA and IRP payments. More funding for law enforcement to conduct traffic enforcement stops and not just on the highways.
461	Southwest	No privatizing of public assets. Any partnership have Private businesses take on equal amount or risk.
462	Southwest	The state should work regionally with neighboring states to establish a sustainable and interconnected transportation system. Major cities in the area (Chicago, Milwaukee, Minneapolis) should be examining a future in which they are more dependent on each other than cross-country or global trade. No regressive taxing measures should be considered to fund our roads.
463	Southwest	NO TOLLWAYS, don't sell our roads to private entities like Illinois and other states have done.
464	Southwest	Explore selling naming rights for bridges, streets, and roads.
465	Southwest	More focus on electric and alternative fuel vehicles. Don't penalize electric and hybrid vehicle owners with higher registration fees.

ID	Region	Comment
466	Southwest	Must raise the gas tax not only to fund infrastructure, but to discourage gasoline-powered internal combustion engines to fight climate change.
467	Southwest	A vexing and complicated issue is requiring that private intercity buses use and pay to use terminals rather than curbside drop off/pick up. Airplanes must use airports so buses and trains should use terminals.
468	Southwest	Absolutely NO tolling, or mileage based tax. Eliminate wheel taxes, and lower gas taxes.
469	Southwest	Need to cut programs that do not serve the primary mission of the DOT. Need to be more cost effective with each dollar given to the department.
470	Southwest	Partnering with local communities as well as the federal government to maximize input and options when funding our transportation system is important. Local entities like to feel involved and empowered when planning a project in their area, and they appreciate WisDOT's efforts to bridge the gap with the federal government to obtain additional funds (aside from state and local funds) to expedite and/or enhance a planned project when applicable.
471	Southwest	Gas tax indexing should be reinstated. Hybrid taxation - which is duplicate taxation, should be removed.
472	Southwest	Wisconsin continues to see high tourist activity from out of state residents, mainly IL. We should have tolls in our state as well for all persons.
473	Southwest	Tax heavier vehicles which cause increased damage to the roads.
474	Southwest	Get private business out of our transport. Serve the people, not their pockets.
475	Southwest	Maintenance projects aren't***from a politician standpoint as there is no ribbon cutting, but I think these are the fundamental areas we should invest in. It saves money economically and also from an environmental standpoint.
476	Southwest	I know it is beyond WisDOT's control, but the legislature should re-authorize RTAs.
477	Southwest	I'd not say abandon toll road options, but first I'd look at the multi-life cycle cost of highway expansion projects and you'll come to the conclusion that projects like the Zoo interchange and upcoming highway widening in MKE are unsustainable (and definitely highways don't belong in cities...get them out of there and return that land to the city where it can be more productive).  I mean think about it multiple billions of dollars to expand a few miles of existing highway, yet people are killed on streets because WisDOT can't put up a pedestrian signal head and crossing because as one WisDOT engineer told me "people shouldn't be trying to walk there" (on a STH surrounded by destinations). BILLIONS for cars...table scraps for things that actually save lives.
478	Southwest	I would like to see tolling implemented to raise some revenue from the massive influx of travelers into Wisconsin from Illinois. If you head out on any interstate on a Friday afternoon, headed north the road is packed with out of state travelers. They won't stop coming if they have to pay a little to use these roads and they sure do use them on the regular. It's only fair.
479	Southwest	Mileage-based user fees (MBUF) are the way to go. The current EV/hybrid surcharge is has the appearance of being a political tool to target liberals. Tolls would require a great deal of new tolling infrastructure and could realistically only be deployed on major highways. An MBUF could be deployed across the state using existing smartphone technology (a single-purpose MBUF device could be given/sold to people who lack smartphones). It could charge different rates at different times (to incentivize off-peak travel), on different routes (to redirect traffic to alternate routes), and for different vehicle types (to account for the congestion and vehicle-weight impacts on roadways).
480	Southwest	Increase user fees, and offer state individual income tax refunds for state residents to balance the budget contributions made by residents via other sources with user fees collected from non-residents.
481	Southwest	There should be a consistent maintenance plan for roadways. Transportation keeps goods, services & the economy moving so should always have a reliable source of funding and not tapped for other areas.
482	Southwest	If we're still building our transportation networks and cities around multi-ton vehicles that rely on fossil-fuel, we will have failed future generations.

ID	Region	Comment
483	Southwest	<p>Having equitable infrastructure that doesn't include a de facto mandate to own a car. That amounts to thousands of dollars of cost to families, which is a huge financial burden to low-income households. Car infrastructure creates physical barriers that effectively take away the choice of walking, riding a bike, or public transportation, which forces people to spend money on personal cars.</p> <p>Removing on-street parking to implement bike lanes, bus lanes, and widen sidewalks makes shopping districts much more vibrant, and many studies show it actually increases the amount spent by shoppers because those places are comfortable and people are more likely to spend time there. Madison's State Street is an excellent example of this, but major shopping districts in downtown areas around the world have car-light infrastructure that makes them more attractive to shoppers.</p> <p>We should also be evaluating multi-million or multi-billion dollar road projects differently. They are fossil-fuel infrastructure that is actively causing global climate change while simultaneously increasing impervious surface area and therefore flood risk. Because of induced demand, we already know that the throughput improvements are short-term, often erased in less than two years. Our money would be better spent maintaining the transportation infrastructure we already have then building new infrastructure we won't have the money to maintain.</p> <p>Instead of widening freeways, why not install bus only lanes, pushing people to use greener alternatives and carpool? The argument that this is social engineering and therefore bad is disingenuous since our built environment is effectively socially engineered to force reliance on cars and the massive subsidies provided to them at the expense of taxpayers. Light rail, bike infrastructure, sidewalks, and bus lanes offer far better return on investments when evaluating cost to move people around, particularly in dense urban environments.</p>
484	Southwest	<p>Almost all of this seems to focus primarily on keeping LOS A for drivers. Instead of educational campaigns to reduce distracted driving, I think the transportation engineers should be narrowing streets, including curb bulbouts, removing parking, adding street trees, installing at-grade pedestrian crossings, constructing bollards, and providing pedestrian refuge islands. Install actual infrastructure to force drivers to pay attention, and the need for education (which is marginally effective) and enforcement (effective only if/when officers are present) virtually disappear. See Sweden's enactment of Vision Zero, changes made to streets in the Netherlands following the "Stoop de Kindermoord" campaign, and other engineering design changes that have been proven to improve safety.</p> <p>Implementation should be done based on level of need. That means evaluating not only the number of collisions and KSIs, but the number of people riding bikes, walking, or scooting on a given stretch of road. There should also be a concerted effort to install that infrastructure in areas of low-income, where residents are far more likely to be injured and die \in traffic collisions than their counterparts in wealthier suburbs - partially due to the lower car ownership in low-income areas, and partially due to lower-quality infrastructure in those areas. The implementation should also work with residents of those areas to determine what infrastructure should be included - engineers should not simply design something for a community without determining whether it will actually be used and meets their needs.</p> <p>Safe infrastructure for cyclists and pedestrians means separated, protected routes. It could be a curb similar to Madison's University Avenue through campus, or a parking-protected option, but paint is not infrastructure.</p> <p>Lastly, in order to consider a cycling or pedestrian route a safe, viable option for transportation, it CANNOT be a discontinuous network that doesn't go to important areas. If a rider is on a disappearing bike lane that suddenly ends, dumping them onto busy roads, it is NOT safe infrastructure. If the network doesn't go to a grocery store, to the mall, to theaters, to restaurants, etc., then it forces vulnerable road users into dangerous situations. Using an under-utilized, disconnected network of bike lanes or sidewalks as proof that people don't walk or ride a bike for transportation is a common practice for opponents of active transportation, so any plan should detail the full final network, and work to make sure it is continuous and goes to places people want to visit.</p>



ID	Region	Comment
485	Southwest	<p>Zoning becomes a massive sticking point for these. Mandating parking minimums, single-family homes, and 40-ft roadways for on-street parking prevent us from building transportation systems that don't rely on cars. The increased sprawl requires individual transportation options and prevents public transit, cycling, and walking as viable modes of transportation. As stated above, car-free or car-light areas are far more pleasant to visit, far safer, and far better for the environment. US citizens frequently visit Europe and talk about how relaxing the cities are, how walkable neighborhoods are, and how easy it is to get around without a car, seemingly ignoring the fact that we could have that here too. We just need to change zoning and mandatory parking minimums.</p> <p>Since electric cars won't address brake/tire dust particulates, safety, or use of public space concerns, planning to switch to those is at best a short-term response. I think we should be doing everything we can to maximize the efficiency of space use (buses, light rail, subways, walking, cycling), which would naturally push us towards a carbon-neutral transportation future.</p>
486	Southwest	<p>I think it's important to stop prioritizing spending on the most space-inefficient vehicles, destructive, and environmentally damaging vehicles we have. Prioritize funding for walking, public transit, and cycling first. We can't continue relying on personal vehicles forever, and we should start making that shift as soon as we can.</p> <p>We also need to stop building new infrastructure when we struggle to find funding to repair the existing roads, bridges, and trails. We spent \$1.7 billion for a single interchange in Milwaukee that required cuts to the University of Wisconsin budget, decimated 15 years of public transit funding, and wiped away two years worth of highway repair funds. That interchange will be back to its previous travel times shortly due to induced demand, and what did we gain from it? Why not fix the crumbling bridges we already have instead? Why not repair the broken roads? Patch our trail system? Improve ADA compliance on our sidewalks?</p> <p>If we truly want to design for the future, we need to be ready to stop putting driver LOS ahead of all other metrics. The sooner we shift to climate-friendly options, the better. In addition to pushing us toward a carbon-neutral transportation system, it will decrease the need for expensive infrastructure projects, improve livability of our cities, promote healthier means of transport, increase transportation equity, and have massive positive impacts on safety in our transportation system.</p>
487	Southwest	<p>While I don't think Amtrak is particularly bad, it's an expensive, slow option to get around the state and country, and it has limited options for destinations. Better light rail, for example along interstates, would go a long way toward improving that as a viable transportation option.</p> <p>Bus routes have similar problems regarding convenience for many trips. I use them regularly to get between Madison and Milwaukee or Chicago, for example, but I don't know of any routes to get to most parts of the state using bus or light rail.</p> <p>Cycling and pedestrian infrastructure should absolutely be expanded for a variety of reasons. Safety, environmental impact, economic return, a livability of streets are near the top of the list. A connected, safe, comfortable network is crucial for this though; it cannot simply be paint. If the transportation officials who sign off on the project aren't comfortable walking or riding on it with their 6-year-old child or their 80-year-old grandparents, it is not safe infrastructure. Bike lanes and sidewalks that can be used as parking spaces WILL be used as parking spaces. Soft-hit posts offer extremely limited protection while curbs and steel or concrete bollards actually make a bike lane safe.</p>

ID	Region	Comment
488	Southwest	Unless I am wildly mistaken, user fees don't come close to covering construction and maintenance costs for our current road system. If we start actually charging drivers for the full cost of their transportation, I think that would go a long way to not only decreasing the number of cars on the road (with all the concomitant benefits to safety, health, and the environment), but closing some of the funding gaps without having to cut funding to critical public services. Raising the gas tax, implementing tolls, increasing registration fees, and charging for distances driven are great options to help make sure people without cars aren't carrying a disproportionate financial burden for road maintenance and construction. I would also add congestion fees and market-adjusted parking meters and ramps to this list; London and other cities have already successfully implemented them, and I don't see any reason we couldn't do the same in Wisconsin's larger cities, particularly during peak times.
489	Southwest	More 4 lane roads and less cheap overlays of inadequate 2 lane roads to meet the ever growing traffic volume numbers
490	Southwest	It needs to prioritize access for those who cannot or do not want to drive.
491	Southwest	Require a minimum 15 second green light on all traffic signals and detectors that can detect ALL vehicles especially small vehicles like bicycles. Require fully paved shoulders on all roads and prohibit the use of gravel shoulders.
492	Southwest	As a lifelong resident, I hope Wisconsin will prioritize minimizing pollution and greener, more efficient solutions.
493	Southwest	Get heavy trucks off our roads and onto other modes  Subsidize other modes  Transit isn't very useful for most people - reimagine it so it actually saves us time vs driving ourselves
494	Southwest	Make a simpler system that we can afford to maintain.  A basic system for everyone that is in decent shape vs spending so much to overbuild in a few places  More money for local roads and last mile.  Get heavy truck traffic off highway and on other modes
495	Southwest	Reduce vehicle miles traveled Reduce speed so people can stop for wildlife Design for wildlife movement Roadsides should support habitat Don't build in sensitive areas
496	Southwest	Transit is usually too slow to make it worthwhile. Make it more efficient so people actually want to use it and save time doing so.
497	Southwest	Keep it simple Live within our long-term means

ID	Region	Comment
498	Southwest	<p>Capture the cost of heavy trucks that are tearing up our roads. Charge them for it. Find a way to charge through state truckers for their impact.</p> <p>Transit users need to pay fair share.</p> <p>Charge bike registration fees to fund paths.</p> <p>All modes should help fund the system.</p> <p>Tolls are awful - no.</p>
499	Southwest	Build what we can afford to maintain
500	Southwest	Fossil fuel vehicles should not be outlawed as the California governor wants to do there by 2035. Fossil fuel usage in WI is currently at 77% for all power. Getting to 25% in 2050 would allow time for infrastructure \$ in both private service investment and government to be capitalized better. Meaning not as much waste in \$ and resources as making unreasonable mandates.
501	Southwest	<p>Did Minnesota or Feds have an option available to use another route for Amtrak between Milwaukee &amp; Twin Cities. Namely the old C&amp;NW route through Eau Claire? This follows off the question above to make Amtrak available to more WI cities.</p> <p>What about running a commuter rail line between the freeway lanes going into Milwaukee as Chicago does? Make freeway 3 lanes to Milwaukee. This stretch getting overly congested. The 2008 recession decision to extend three lanes to Sun Prairie and congestion in Waukesha County can only be addressed by a third lane - whether or not high speed rail becomes a reality in 10-25yr.</p>
502	Southwest	Figure out how to do construction in the winter
503	Southwest	<p>By considering the environment and offering more rail travel throughout the state (both long distance and in cities) we would cut down on vehicle pollution, slow down the need for fossil fuels and the need for cars/trucks that eventually fill our landfills.</p> <p>By designing rail travel that's convenient to all Wisconsin residents - and considering and preserving Wisconsin's beauty in rail system design at the same time, we maximize Wisconsin's assets. Our residents get where they need to go to succeed in their lives and our natural environment will continue to be valued, preserved and will remain a huge tourism asset for the future.</p>
504	Southwest	<p>Quiet, fast, solar or any other non-fossil fuel powered trains/modes of transportation are needed in Wisconsin for individual and freight transportation (and throughout entire the U.S. - Wisconsin can't do it alone- it should happen at both state and federal levels).</p> <p>We need to protect and preserve our relatively pristine environment here in Wisconsin by reducing gas/oil powered individual car/truck travel and find alternative non-auto and non-air travel options. We need to be free from traditional manufacturers of cars/trucks by having real options other than gas cars. Rail travel should not be just for city-dwellers - should be offered widely in all parts of the state of Wisconsin.</p>
505	Southwest	unable to access toolkit materials on google drive unable to view live webinar videos
506	Southwest	<p>No more highway expansion projects in urbanized areas. Highway expansion removes parcels which, along with providing housing and commercial space for people, provide cities with property taxes. However, often the expense of running utilities and services to the area and across the highway still remains.</p> <p>Highways in urbanized areas reduce the cities budget, remove useful parcels, and add maintenance costs to taxpayers all while primarily only serving people outside the city.</p> <p>Highways/Interstates should not be in cities.</p>

ID	Region	Comment
507	Southwest	<p>Slow drivers down. Speed is the great multiplier of crash likelihood and severity. We need to reimagine what our streets look like. Narrower lanes, less lanes, more facilities for people walking and biking that comply to guidelines of NACTO and the all ages and abilities approach.</p> <p>Roadway features like signs/markings should be well maintained.</p> <p>RR crossings have been historically well funded, and crashes have decreased thanks to that effort in the last several decades (ahem, ped safety).</p> <p>Technology can be good, but the ROI can sometimes not be there. Favor proven systems that have data from non-biased parties over systems that are touted by the vendor but lack the data driven before/after reporting. Spend that saved money on maintenance.</p>
508	Southwest	<p>Make reducing VMT a goal and move away from LOS as a driving factor in project identification and design.</p> <p>Prioritize transit system, bike networks, carpooling and better land use patterns whenever possible over highway expansions.</p>
509	Southwest	<p>This, aside from basic maintenance, is the biggest area of concern for our transportation system.</p> <p>Rail: Madison, WI needs to have an Amtrak station. It's insane that a city of 250k and county of 500+k has no Amtrak station or service. While I wish we could have the HSR that Walker took away, I'd take a normal train from MAD-Watertown-MKE (possibly with stops in Sun Prairie and a suburb of MKE) that ran several times a day.</p> <p>Otherwise, keep investing in the MKE-CHI line, and seek to expand it NB to the Green Bay area.</p> <p>Transit: I would caution the use of park and rides with transit. As a user of a park and ride + transit connection myself, they should be located on the outskirts of the city as more transit orientated development in denser parts of the cities are better land use. Also, try to encourage development at the park and ride, things like small food shops.</p> <p>Biking: It's very frustrating to see WisDOT projects like STH 19 near DeForest go in without a protected bike route. Sun Prairie clearly has a bike route along STH 19 and yet there seems to be no vision to connect that path to Waunakee. In general, every project should include some form of broad bike route planning evaluation with the goal to connect towns 10 miles or less from each other to each other via a separated bike path. 10 miles is an hour of riding for a very casual rider. With e-bikes, it's like 40 minutes.</p> <p>Walking: Walking is the most basic form of transportation, therefore it should be the first form considered. Most everyone can walk, and when your car breaks down...you'll be walking too. Every non limited access highway project should have facilities for people walking that are convenient, useful, and comfortable</p>

ID	Region	Comment
510	Southwest	<p>#1: stop spending money on expansion projects (yes, even those expansion projects that are sold to the taxpayers as 'maintenance')</p> <p>#2: Tie damage done to the road to taxes. Heavy vehicles do more damage, therefore they should be taxed more.</p> <p>#3: Move off from gas tax and onto a mileage tax. The gas tax falls short of collecting enough revenue to pay for the road thanks to no one wanting to pay it and EV's. So start moving towards a mileage tax while increasing the gas tax and reducing expansions which cost capital and long term maintenance costs.</p> <p>#4: I'd rather pay more in taxes than pay tolls.</p>
511	Southwest	<p>WisDOT should look to move off LOS and set a goal for reducing VMT. This would preserve the existing infrastructure and reduce greenhouse gas emissions.</p> <p>To do this, we must favor more efficient modes of transportation (transit, bike, rail, walking) where possible and logical.</p> <p>Passenger rail should be prominent between cities that are 1-2 hours apart from each other, with stations being located downtown.</p> <p>Bike systems should be regional, but also focused on trips of less than 5 miles (3 miles for non E-bike, 5 miles for E-bikes). Build out the bike infrastructure so these short trips can be taken safely and efficiently on bike.</p> <p>Walking should be prioritized on all non-limited access streets/roads/highways to improve safety and encourage more walking trips and physical activities.</p> <p>Streetlighting wasn't covered, but it's a big safety issue with pedestrian safety. From what I've seen WisDOT does a good job at it's junctions, keep it up.</p> <p>Roundabouts: stop putting channelized right turn lanes everywhere and overbuilding the roundabouts. Roundabouts are supposed to slow traffic down, yet your designs are constantly overdesigned and therefore encourages unsafe driving behavior. Simple 1 lane roundabouts can handle a lot of volume, no need for multiple lanes and slip lanes which make biking through these roundabouts absolute hell.</p> <p>Good luck!</p>
512	Southwest	Will bicycling be given more emphasis for both commuting and recreation? Bike sales have skyrocketed and people need to feel safe using their bikes.
513	Southwest	3 lanes on 94 between Madison and MKE. 3 lanes on 90/94 between Mauston and Lyndon Station (to and from Dells area).
514	Southwest	Raise the *** gas tax already!!! Let's have everyone that uses our roads pay their share. Raising license and title fees only soak WI citizens.
515	Southwest	Keep our roads free of pot holes.
516	Southwest	Please reduce traffic congestion by providing an appropriate number of traffic lanes in and around metro areas.
517	Southwest	Having enough lanes for traffic volumes in larger metro areas and reducing traffic congestion.
518	Southwest	Keep interstate transportation maintained for trucks to transport goods to community" we saw when the covid -19 outbreak happen transportation was a key but not for tourists.
519	Southwest	Raise the gas tax, for pete's sake!
520	Southwest	High speed rail, improved passenger trains and rail options.
521	Southwest	High speed rail and inter urban rail systems
522	Southwest	I would like to see more rail options throughout the state.

ID	Region	Comment
523	Southwest	Base registration fees on fuel efficiency, use. Reward those who use less fuel, drive fewer miles with lesser fee than heavy/less efficient users.
524	Southwest	Budget should focus on maintenance and upgrades and efficient use of existing infrastructure rather than new projects.
525	Southwest	Non-driver issues are referenced in just one focus area - but this issue is hard to find. It should be embedded and highlighted throughout - especially as people with disabilities live longer and Wisconsin ages. Because we are a car-centric state, non-drivers are often neglected. It is not just about system integration, but a recognition of the value non-drivers bring to our economy and community - either as workers or as consumers or both. Non-driving is becoming more of a choice for people and should be integrated throughout all planning efforts as it will modernize both our urban and rural areas.
526	Southwest	Public transit and other transportation for non-drivers need to ensure that people - particularly low income people - can get to jobs. That is not reflected in this economic vitality question, but is a very important option. If we want people to improve their quality of life and contribute to the economy, they need to be able to access a variety of employment options that help them to do that. Currently non-drivers and low income folks are trapped due to the limits of their transportation options in both rural and urban areas of the state. This is also an equity issue that must be addressed to recognize significant disparities.
527	Southwest	content in main page using + signs was difficult to access - as I scrolled, content disappeared. not sure I fully understand/agree that farming is declining in the state and it's also important to consider the agricultural industry- the number of people involved in agricultural processing and production is increasing based on the infrastructure we have in WI
528	Southwest	Transportation for individuals with special needs that is affordable for daily living trips
529	Southwest	No I enjoyed working with DOT when I worked for elder and disabled transportation in my county.
530	Southwest	Charging for miles driven in addition to gas tax would discourage recreational travel and negatively effect economic growth. It would also unfairly impact vehicle owners instead of Right now it would generate very little due to diminished travel and stifle economic growth when people are able to be out and about again. It's important to be cognizant of issues now to full actualize the ideal transportation system of 2050.
531	Southwest	Outside of Jetson-style flying cars, I don't expect a great shift in what transportation and navigation looks like today. Good solid roads connecting economic powerhouses have been with us for centuries and will remain with civilization.
532	Southwest	Consistent enforcement of traffic laws is important. Currently, outside urban areas, speed limit enforcement on interstate highways seems to be sporadic at best.
533	Southwest	Implementing high-speed passenger rail service along the Chicago-Milwaukee-Minneapolis corridor would be more beneficial than increasing the frequency of existing service.
534	Southwest	Mileage-based user fees should be charged for commercial vehicles only.
535	Southwest	I would like to see city of Madison and Milwaukee get connected with high speed rail with the cities of Chicago and Minneapolis.
536	Southwest	Tolls in WI? Hell no!
537	Southwest	Take the roundabouts and shove them up your ***!
538	Southwest	Rural areas have no options something can be done about that
539	Southwest	Bridges nationwide are structurally deficient so keeping up on them will prevent another tragedy like the I-35 collapse. The ratio of a large corporation's income to it's taxes and fees it pays to use infrastructure makes far less of an impact than a family or local business trying to get by in a pandemic. Every effort should be made to prioritize the businesses that make up our communities, not the big companies that want to make a quick buck. Reach out to downtown main street associations and see what their needs are. Our community fabric can't afford to lose these businesses.
540	Southwest	Narrower lanes to save pavement costs, improve pedestrian safety, and discourage speeding.



ID	Region	Comment
541	Southwest	Multi-lane roads between 30 and 55 miles per hour with intersections are too dangerous and are an unsightly way to enter many charming small towns when cheap strip malls can have random curb cuts anywhere. Streetscaping with decorative lights and planters should be explored, possibly in collaboration with local governments, to make new commercial areas more attractive, compact, and have a higher ROI. This can help reduce runoff and impervious surfaces that directly impact watersheds. Keep recreational trails within view of natural resources but design them to minimize pavement/runoff within sensitive shorelands. Also "reduced emissions" is too often used to justify expensive/destructive widening and it doesn't consider the environmental costs of construction and maintenance, just traffic congestion (which also often increases after a widening project).
542	Southwest	Safe places to lock up bikes long term where they can be dry, supervised, and out of the elements.
543	Southwest	No more grants for expensive bypasses that only reduce travel times by 30 seconds. More focus on preserving what we already have since much of the state isn't growing. Stop widening Milwaukee County streets to benefit Waukesha County commuters who don't have to live with the pollution and noise they produce. Not every road needs to be wide with full curb and gutter, especially local roads. Finally, why are there so many places where there are both bike lanes and a 6' asphalt path? I am a proponent of both, but providing both on the same stretch of road seems redundant and wasteful.
544	Southwest	Make development pay for its own infrastructure (Foxconn!!!). Businesses that impact roads more than I do with heavy trucks, shipping, etc., need to pay their fair share. Bikes shouldn't have to pay hardly anything as their impact on infrastructure and the environment is minimal. Toll people entering from Illinois, we pay to go through their state, and they clog up our highways all summer long.
545	Southwest	It's been a challenging year so keep up the great work, never forget Wisconsin's history as a pioneer in transportation innovation. I look forward to the reprioritization of America, where we realize that a bigger-is-better, growth-at-all-costs approach has made us lonely, sick, and broke. You have the opportunity to play a great role in restoring communities of all sizes across the state into a new era of prosperity- one where economies are strong, but so are neighborhoods and social circles.
546	Southwest	Not increasing miles of road because we do not have the money to support their long term maintenance
547	Southwest	Highway underpasses for wildlife, to reduce all the road-kill.
548	Southwest	Costs should be fairly distributed across all users including shipping companies. When companies contribute to a politician's campaign and in return gets lowered fees, it pushes more of the actual cost of goods onto others who may not even consume those goods. Everyone needs to pay their fair share. Also, we need a fair way to determine highway taxes for automobiles other than the gas tax, as electric cars put as much wear and tear on a road as gas-driven cars do and electric car owners need to pay their fair share. In my way of thinking the words "fees" and "taxes" are equivalent so don't pretend it's ok to add a "fee" and think that all the rest of us will think it's not a "tax". Be honest about this.
549	Southwest	Life is changing so fast ... in our morning walks I have seen young people on motorized skate boards and other unusual means of transportation. Can you plan for more of these individual means of motorized transportation methods? They seem convenient and would need less parking space, be less damaging to roads, etc., and really look like they are fun!
550	Southwest	Not at this time. I am election overwhelmed.
551	Southwest	As our population ages, we need have transportation options available for the elderly to be able to participate in the economy.
552	Southwest	Think ahead. Google maps already tells me the speed limit of the road I'm on. Expand this capacity to other road signage. If you do have a "your speed is" radar sign, include the actual speed limit. One safety issue I wonder about is that it seems that some cars' headlights are unusually bright even on low beam. Do we need to restrict the lumens allowed?
553	Southwest	By 2050 we should have had a zero emission - including greenhouse gases - transportation sector for 10 years. If not, we are seriously ***. Designing structures that are both functional and beautiful and occasionally iconic. If nothing else, decorate the bridges and retaining walls with friezes or tiles.

ID	Region	Comment
554	Southwest	<p>Except for car transportation, all other forms of transit seem to be half done. I can ride on a bike lane in Middleton and when I cross into Madison it is gone, and vice-versa. Clearly marked bike routes disappear. Sidwalks end. Rural roads with paved shoulders dangerously narrow. Are we halfway there or is this as good as it gets?</p> <p>We have to figure out the suburbs. We can't just have a new burb grow and then punish the farmers and neighborhoods between them and the business core with destructive and divisive new multi-lane corridors. Maybe every suburb -- including towns -- has to have a transportation plan in place before they can add more homes. Do we need a high speed bus lane, perhaps elevated or tunneled, from Waunakee to downtown? or a gondola over the lake? Or don't grow Waunakee!</p>
555	Southwest	We need to make maintenance a higher priority than new, especially on roads.
556	Southwest	<p>I am paying a hefty registration fee on my hybrid car. I both understand this and, given how few miles I drive in Wisconsin, resent it. I further resent it as less efficient vehicles do not pay a carbon tax.</p> <p>I suggest a temporary fix will be a carbon tax. Start at \$20 per ton CO2 and raise annually until it is \$40 per ton by 2030 and \$80 per ton by 2040. This predictable increase will inspire innovation to reduce emissions.</p> <p>Any sustainable system will have to account three aspects of transportation 1) that it is there (e.g. the corridor), 2) the volume of use, and 3) the damage done to the road/rail. A toll system should be phased in accounting these. 1) Start with a per mile baseline. 2) Increase fees on high-use areas and times. This would pay into an expansion/alternative transportation/new facility fund. 3) Increase fees based on weight. This will pay for repairs and, perhaps, an alternative such as rail.</p>
557	Southwest	<p>The driverless revolution is hard to predict. It has the potential to be a game changer. I can imagine a system of small, driverless buses running very frequently on high-speed, bus rapid transit, corridors throughout the metro. Smaller units mean higher frequency and shorter waits. Coupled with high speeds, this will be the game changer.</p> <p>Put some serious thought into how bicycles interact with cars at intersections. I bike through the Middleton, WI, Century Avenue and Allen Blvd intersection and wonder how I am still alive. I'm not sure what is best. Clearly bike lanes. Perhaps, bikes get a 3 second head start. There are a lot of intersection types and the solutions could be varied. It requires some thought.</p> <p>Pet peeve. In situations where two lanes merge to one, always presume the outside/right lane is the through lane and merge into it. Those passing on the left need to yield. Thus, get rid of all those "Lane Ends Merge Left" signs. Replace with "Lane Ends Merge Right." And for creeper lanes, replace the "Slower Traffic Keep Right" sign with "Keep Right Except to Pass." This makes all two lane areas consistent.</p> <p>And metric units to speed limit and miles to signs.</p>
558	Southwest	Expansion of passenger rail. Including high speed rail. Coordination of multi modal transport that reduces reliance on autos
559	Southwest	Reduction of auto transportation. Integrated transportation planning that dramatically reduced need for more auto miles.
560	Southwest	Reduction of auto transport. More opportunities for bus, rail and especially bike and walking paved trails linking the heart of cities with rural and suburban communities.
561	Southwest	Planning that designates biking/walking only routes to core areas of cities. Opportunities that integrate non motorized transport with bus/ rail/ plane. Bike storage/ bike elevators..
562	Southwest	Oversight and enforcement of climate related rules/concerns for existing rail lines along environmentally sensitive areas. like Mississippi River. Dramatic reduction in fossil fuel transport...why are we hauling haz materials for export on rails/ roads/ ships on and through environmentally sensitive areas and population centers?
563	Southwest	High speed rail. Light rail between major population centers. Increased taxes on fossil fuel driven transport.
564	Southwest	We have been stuck in motorized fossil fuel transport for way too long. We need real leadership and spending on non fossil fuel driven transport including statewide system of electric plug in fast charging stations. All electric bus service. Etc.

ID	Region	Comment
565	Southwest	Fix local roads and bridges. Make sure there's enough DOT staff to inspect work. Hold contractors accountable for shoddy work (see hwy 78). Ticket people for inattentive driving before they crash. I can see it, why can't the police?
566	Southwest	Stop building our transportation system based on abstract theories, and start building it based on how our places actually work and what our neighbors actually need. And please stop obsessing about future growth and start concerning yourselves with our current finances.
567	Southwest	WisDOT should stop prioritizing efficiency and start valuing resilience. We can not afford the future maintenance and replacement obligations of the huge, irreversible projects being bonded with future dollars today.
568	Southwest	Buses and passenger rail with bike carrying features to facilitate casual, daily travel amongst Northern Wisconsin cities
569	Southwest	If we are not already transitioned to new modes of transportation and organizing our economy by 2050, we really won't have many more years left. Please serve the people of Wisconsin by investing in a livable world. Our lives and our children's lives
570	Southwest	For statewide travel with good amenities and no CO2 or CH4 emissions, there is no substitute for electrified passenger rail. With dependable arrival times, you can integrate with bus schedules to allow multimodal trips.
571	Southwest	Our population is aging and we emphasize independence and aging at home in our community. Both good but if then we do not provide safe, affordable, accessible transportation we will isolate older people in their homes. The same is true of the disabled
572	Southwest	Transportation in Wisconsin has only gotten worse for non-drivers in the last 20 years. This is a sad state of affairs considering the huge population in the Baby Boomer generation increasingly won't (or at least shouldn't) be able to rely on driving the
573	Southwest	YES! If I'm still alive, I'll be retired by then and I won't need your *** roads because I'm moving to Montana!!!
574	Southwest	We need to promote and support alternative transportation, biking, trains, etc. discouraging people to drive cars should be on the list of goals.
575	Southwest	Explore alternative modes of transportation statewide to promote the usage of less fossil fuels and to provide transportation for people who cannot/choose not to drive cars. Possible tax incentives or sale of green vehicle tax breaks. We need to think about things like
576	Southwest	What ever happened to the high-speed plans between St. Paul, Madison, and Chicago?
577	Southwest	I'd love to be able to take a high speed train to Chicago, Milwaukee, Madison, or the Twin Cities
578	Southwest	Wisconsin is fortunate to find itself between the booming economies of Chicago and Minneapolis St Paul. It would be foolish not to take advantage of this fortunate location and tap in to their economies, ultimately creating one larger economic region as opposed to
579	Southwest	High speed trains need to be brought to the state. A route connecting Chicago-Milwaukee-Madison-Eau Claire-Minneapolis could be a great boon for Wisconsin
580	Southwest	Use new urbanist techniques when planning for cities. Even smaller communities can use better bike infrastructure to link them together and in their downtowns.
581	Southwest	Do not count on 23% increase in vehicle-miles-traveled by 2050. Implement strategies to reduce vehicle-miles-traveled per capita.
582	Southwest	We need to raise the price of driving a lot, not only to pay for transportation infrastructure costs and mitigate fossil fuel pollution, but to improve neighborhoods that have been hurt by the transportation infrastructure.
583	Southwest	Please add more multi-city mass transit options. And more mass transit in general, but the lack of connecting systems is ridiculous when the giant Chicago system stretches all the way up to Kenosha but Wisconsin can't be bothered to hook into it.
584	Southwest	Would like a high speed train that goes between Madison and Milwaukee
585	Southwest	I believe the state should continue to pursue more stringent measures, both cultural initiatives and legal ones, that dissuade and diminish drunk driving.
585	Southwest	I am in favor of greatly expanding the number of roadside car-charging stations for electric vehicles

ID	Region	Comment
586	Southwest	More funding for county highways
587	Southwest	future planning should be better predicted. A road under construction one year is back under construction 5 years later to enlarge. Make them big from the beginning. Seems wasteful. Same with certain types of blacktop. Some seem to last forever and other
588	Southwest	How many fast electric charging stations can we put along our roads if the current trajectory of everybody owning their own vehicle continues?
589	Southwest	Make the action of driving under the influence and/or driving while intoxicated, whatever you want to call it; an actual CRIME. Make it so that the first DUI/DWI is a STRONG PENALTY, make it the HARSHTEST PENALTY in the country. Have a LAW with actual bal
590	Southwest	Highway capacity expansion should be eliminated, and the savings passed on to walking, biking and public transit projects.
591	Southwest	I would hope we've gone a long way in reducing emissions, improving the transportation accessibility for all, and have reduced the amount of accidents on our roads and highways through careful planning and analyzing all available data
592	Southwest	What about our flying cars we are to have by then?
593	Southwest	When building new roads, is it possible to build below-ground small tunnels alongside them so that utilities such as fiber can be easily and more cost-effectively added to rural areas? It would minimize environmental disruptions for future utility upg
594	Southwest	It is only a matter of time that lobbying organizations realize that user delay is not only a big deal to the public, and therefore, to legislators. Getting ahead of that should be a priority. thank you for doing this survey.
595	Southwest	With the way things are in 2020, I don't see government getting any better in 30 years, so I am pretty sure everything people are telling you now will be a thrown out the window anyway; which means the crap roads we have now will be just as crappy in 205
596	Southwest	Transportation is a life necessity for all in our state: Stop blackmailing bludgeoning our citizens with fees, permits, and funding streams that fund and promote political correctness and activism:
597	Southwest	Fix freight trains at Chicago to boost the national system, every state benefits.  Start thinking about a Dells->Chicago interstate bypass  Bus rapid transit in Madison and Milwaukee. The streetcar is stupid. (It gets stuck in traffic like a bus but is
598	Southwest	Robust green public transportation is essential for the survival and success of Wisconsin. The separation between economy and environment is arbitrary and false. There is no "economy" outside of the environment. And rebuilding our society in a way th
599	Southwest	Level the playing field-emphasize passenger rail and public transit as much as you do highways.
600	Southwest	Diversification away from personal automobile centric transportation--Wisconsin lacks options for people unable to drive or seeking more affordable alternatives to intensive car usage; our over-dependence on cars limits the economic success of many peopl
601	Southwest	Hwy 33 through Vernon County is a mess! I've spent over \$3,000 in the last year repairing my vehicle from damage caused by your roads!!! I drive about 30,000 (Thirty Thousand) miles a year! I need these roads replaced. I cannot wait another one, two,
602	Southwest	Tapping into the economic hubs of Minneapolis and Chicago. Setting up tolls that only charge out of state drivers
603	Southwest	Invest in intermodal freight. Bring a rail intermodal container terminal to east, south east or south-central Wisconsin.  Invest in transit-oriented development. Recognize that automobile-oriented growth is unsustainable financially and environmentally
604	Southwest	Every community is different. I think a lot of what is talked about here should be left up to the local communities to decide. Not the whole state. There are many communities that don't want a ton of growth. They like it as it is.

ID	Region	Comment
605	Southwest	High speed rail between madison, milwaukee, la crosse, eau claire, with ability to take a train to ohare or minneapolis. tourism revenue would explode if wisconsinites get to travel easily and quickly between our metro areas for day trips, and if out of
606	Southwest	I think anyone can see that we do need to help our farmers and manufactures get their goods where they need to go, this pandemic has showing how woefully inadequate our transportation system is and we need to help. How many horror stories have you heard o
607	Southwest	Improving our rail system could go a long way toward reducing traffic congestion and pollution.
608	Southwest	Reconstructing the statewide IH system that is over 60 yrs old. Perform more full reconstruct/upgrades to fix the underlying pavement structural issues and functional deficiencies, rather than focusing mostly on "band-aid" mill & overlay maintenance pro
609	Southwest	Maintaining roads what are already out there is very important to not have to go back and redo work already done.
610	Southwest	Planning for expansion. We are too short sighted when it comes to transportation expansion. User delay is an enormous expense to everyone and it does NOT get the attention it deserves. i.e. We know 39/90 north of Madison to the Dells needs to be expan
611	Southwest	Stop the 5-10 year band-aid projects and get back to really fixing the infrastructure problems we have. We are wasting money by not addressing the real problems and just throwing new pavement down.
612	Southwest	tolling!
613	Southwest	Replacing outdated bridges
614	Southwest	Demand management - reduce peak demands so we don't have to overbuild Move the graves near Miller Park so we can expand I94 safely and cost effectively.
615	Southwest	Passenger transportation will support our economy, too, by allowing us to better connect to each other and with other states.
616	Southwest	We need transportation systems that will be resilient to climate disasters and climate migration in the next decade.
617	Southwest	Emphasize driver education, training and testing.
618	Southwest	Traffic law enforcement and "safe streets" designs that discourage dangerous behaviors like speeding, red-light running, and car vs. bike + pedestrian conflicts. Wisconsin has taken a recklessly permissive attitude in recent years to very dangerous drive
619	Southwest	Invest in safety and increased options for walking and cycling in all 72 counties.
620	Southwest	Treat all crashes that are caused by drivers impaired by alcohol or other drugs as intentional actions, as criminal destruction of property, assault and battery, murder. Don't let cops use traffic stops as an excuse to harass drivers or engage in warra
621	Southwest	Preparing proactively for climate change will help avoid all the washed out bridges and culverts from the last few years.
622	Southwest	Changing driver behavior to reduce drunk or otherwise inebriated driving. This is a major issue in Wisconsin that sadly seems to often simply be treated as a non-urgent status quo.
623	Southwest	We need the police to step up and do more to reduce speeding and wreckless behavior behind the wheel. We need the court system to be more progressive when it comes to fines and jail time.
624	Southwest	do something about left lane babies\campers in the left lane! I've seen a lot of cars swerving around them... people on phones... build "local" and express lanes in larger cities to improve flow
625	Southwest	I wrote about providing minute to minute updates on app in other focus area
626	Southwest	ban cell phone use by drivers
627	Southwest	Bike lanes and sidewalks are a must. These provide safe, lower-cost transportation options.
628	Southwest	Move from reactive safety improvements (after the crashes) to proactive even more (identifying unsafe circumstances and fixing before the crashes).
629	Southwest	Think hard about what we can do about trucks during peak travel times. Require transponders and automatically ticket speeders.

ID	Region	Comment
630	Southwest	I don't think that they should have to pay fines or be sentenced to prison, BUT people who drive under the influence should not be able to continue driving in Wisconsin. They need to take some time off, get better, and then drive again once they will be
631	Southwest	Prioritizing the environment will be setting up Wisconsin for success and for survival. Young families want green space, accessible public transit, wildlife habitat, clean air and water, bikeable and walkable cities.
632	Southwest	If you don't get to carbon neutrality by 2050, climate change will destroy us and nothing else matters.
633	Southwest	Our natural environment is our future-more support of passenger rail and public transit helps achieve environmental goals.
634	Southwest	Please make the natural environment accessible for those mobility impaired.
635	Southwest	Encouraging multi-modal transportation options besides personal automobiles not only improves mobility and economic opportunity, but it also provides ways to get away from polluting modes like cars and freight trucking. A complete multi-modal system gets
636	Southwest	Mass transit, better access in minority communities
637	Southwest	This survey is incredibly bad. The questions make no sense and allude to larger issues without any detail. I believe the protecting the natural environment to verge highest priority.
638	Southwest	Wildlife corridors--See <a href="https://www.wpr.org/shows/benefits-wildlife-corridors">https://www.wpr.org/shows/benefits-wildlife-corridors</a> ; <a href="https://www.wpr.org/innovative-underpass-keeps-turtles-highway-its-saved-dozens-becoming-roadkill">https://www.wpr.org/innovative-underpass-keeps-turtles-highway-its-saved-dozens-becoming-roadkill</a> .
639	Southwest	More suburb-to-suburb public transit options, increased infrastructure for electric vehicle charging, transition of fleets to ev
640	Southwest	Consider so sort of commercial carbon-emitting tax or raising the gas tax by a few cents per gallon and putting it all towards green energy/carbon emissions offset
641	Southwest	Focus on pedestrians in city centers. Make streets narrower to encourage pedestrian health and safety. Cars shouldn't own the road.
642	Southwest	NO roadway capacity expansions. NO new freeway/highway lane-miles. NO new freeways. Recognize that automobile-oriented growth is unsustainable financially and environmentally. NO transportation investments to prop up unsustainable exurban growth.
643	Southwest	Expanded mass transit and rail. Systems that create opportunities for non-vehicle commuters both regionally and locally (bike, rail, bus). Preservation of natural areas and wetlands.
644	Southwest	Transportation infrastructure should always bring us together, not cut neighborhoods apart.
645	Southwest	Don't forget to plan around cultural resources and not just natural ones.
646	Southwest	Low emissions. A train system that does not run on fossil fuels.
647	Southwest	Robust mass transit to reduce less efficient travel
648	Southwest	More commuter rail options
649	Southwest	AGRICULTURE! you can't keep ruining farmers because it's the easiest corridor. Everything else seems to get some sort of preservation priority but ag land. It's about time you realize what a precious commodity it is. Your engineering/ and designers are d
650	Southwest	Increasing public transportation, including inter-city or regional transportation options such as BRT, light-rail, or rail to not only reduce emissions but improve energy efficiency as well.
651	Southwest	Stop taking away from the already reduced natural habitat that is left for wildlife. Include land bridges for them and reduce water runoff pollution as much as possible.
652	Southwest	Online up to minute info on traffic, park vacancies or closures, special events, construction, accidents, weather issues etc. in an app that sends updates while traveling. Not detailed and fast enough.
653	Southwest	24/7 traffic cams around the state with all access
654	Southwest	Man made animal crossings.
654	Southwest	Carbon emissions from transportation are the largest and fastest growing sector. Why isn't this addressed in the survey?
655	Southwest	under the road culverts or over the road bike/ animal paths to protect wildlife and reduce vehicle accidents



ID	Region	Comment
656	Southwest	Limit billboards, maintain natural beauty of our roadways. Limit sign height (incl billboards) similar to how western states do.
657	Southwest	STOP PLANTING INVASIVE SPECIES ALONG THE ROADS!
658	Southwest	We need to preserve the environmental aspects of Wisconsin.
659	Southwest	We really need a good commuter rail system. Think of all the people that live in the Madison area and drive to Milwaukee, that could be a good number of cars off the road with a train taking those people east. Same goes for Chicago, rail that connects G
660	Southwest	Plans need to incorporate input from local communities. We cannot repeat the violence of previous transportation developments, such as construction of the interstate through Black neighborhoods in Milwaukee. We need transportation that produces as little
661	Southwest	We need more resilient designs and a diversity of travel options adapted to our climate; snow storms and other severe weather shouldn't paralyze our transportation network, but in the last two decades, it seems we've accepted a status quo of regularly ha
662	Southwest	Too many county roads for biking have degraded with pot holes that are dangerous.
663	Southwest	Spend \$0 on capacity and road network expansion. Focus on maintenance and infill development.
664	Southwest	Focusing efforts on supporting mass transit and other non-car transit will help accomplish a whole lot of other goals, like reducing environmental impact, integrating with local plans, connecting low-income populations and areas to economic opportunities
665	Southwest	spend a little more now to save in the long term instead of going cheap all the time
666	Southwest	I think there needs to be more of a checks and balances for the contractors. So often I see road construction on the same spot numerous years in a row, and they partially fix the problem, which they then need to come back the next year and the next year
667	Southwest	Spend more funds on roads outside SE WI, Fox Valley and Dane Co.
668	Southwest	Designs don't have to be "innovative" necessarily. Certainly we should be open to improvements, but we just don't have the level of funding needed to fix these things the right way.
669	Southwest	A total revamp of Wisconsin DOT's management: It is a bloated corrupt bureaucracy that could save hundreds of millions of tax dollars if their practices and processes of endless engineering and never ending regulation were honestly evaluated and adjusted
670	Southwest	Where is the focus on electric vehicles? Plugin hybrids as an intermediate step, wipe out gas usage for a huge chunk of trips with no range anxiety.
671	Southwest	The Northern cities need a mass transit option to reduce reliance on dangerous and stressful winter automobile travel. City to city and intercity options with regard for rural access also.
672	Southwest	Transportation funding is frequently county based but we should think regionally for the greatest coordination and to be user friendly.
673	Southwest	Transit options in smaller and rural communities, and basic intercity connections via bus or rail are sorely lacking in Wisconsin. As a non-car owner I find it absurdly easier to travel to other states or countries than it is to travel within much of my
674	Southwest	Protected bike lanes are a must. It is key to acknowledge the range of success with different infra. For instance, painted bike lanes are not comfortable.
675	Southwest	A high speed (over 150 mph) passenger rail line between Minneapolis, Madison, Milwaukee, and Chicago (with a few stops in smaller cities along the way like Racine, Kenosha, Eau Claire or La Crosse) would do wonders for our state and the entire region!
676	Southwest	An integrated metropolitan bus, rail, and bike network for Madison and Milwaukee. Better bike trails and on street infrastructure everywhere in the state, especially around Rhinelander area.
677	Southwest	NO roadway capacity expansions. NO new freeway/highway lane-miles. NO new freeways. Consider freeway removal in urban areas. Maintain the road network that we already have. Expand options for travel using mass transit, walking, and cycling in all 72 coun
678	Southwest	As mentioned in a previous answer, improving mass transit and other non-car options has a greater long-term benefit for the state than just building more roads.
679	Southwest	I would like to place a greater emphasis on non-automobile transportation instead of pandering to cars.

ID	Region	Comment
680	Southwest	Airports that are accessible for passenger travel? dont they have to be already? I do not get that question
681	Southwest	Due to the extensive wear and tear on roads by semis and the safety concerns with semis and cars operating together, large investment into rail needs to happen. This is necessarily at the state and fed level. The more trucks we can get off the road and o
682	Southwest	Again, much of this should be determined by the local communities in which they serve. They should decide. I don't think I'd ride a train but I also don't want one going through my back yard. It's their decision
683	Southwest	We need a rail system to transport trucks long distance. Semis would park their trucks on a "moving" railcar. This would be placed in between Interstates and the truck drivers could do their 10 hr resets.
684	Southwest	The state should coordinate multi-modal stations (airport, intercity bus, intracity bus, train) where the cost can be recovered via user fees.
685	Southwest	increasing accessibility to alternate forms of transportation would enable those without transportation of their own to visit and spend tourist dollars in many of our cities and towns, help in reducing admissions as more could take mass transit instead o
686	Southwest	Amtrak is very expensive and often cost prohibitive. Expanding access to something that costs more than driving is not likely to expand usage.
687	Southwest	For people who choose not to own a car, limited focus. For disabled and elderly, high focus.  More focus on the bus and less on rail, at least for most inter-city (Chicago<->Milwaukee excepted). Fix the terrible bus stop locations - the Madison stop sho
688	Southwest	A tiny income tax raise on the wealthiest wisconsinites would easily cover and sustain the transportation funding needed.
689	Southwest	We need to restore the ability to form Regional Transportation Authorities with taxing authority.
690	Southwest	100% in favor of exploring ways to increase funding from sources like commerical or heavy drivers, gas or emissions taxes, and tolls that target out of state drivers  Love the idea of a private-public partnership when it comes to implementing a high-spee
691	Southwest	Implement a vehicle-miles-traveled tax in Wisconsin! Pay attention to the lessons learned by Oregon. Tax both gas consumption (greenhouse gas emissions) AND vehicle-miles-traveled (roadway maintenance).
692	Southwest	Transportation revenue should be considered in the context of all societal needs in Wisconsin.
693	Southwest	As far as I'm concerned, it's the job of the government to spend whatever money it needs to serve its people. Taxes should be allocated according to what will actually benefit citizens and not for playing politics or business. If the state needs to accr
694	Southwest	I do not believe the state should pursue tolling.  I do believe the state should repeal the hybrid and electric vehicle surcharge as car owners in Wisconsin should be encouraged to purchase and transition to electric or hybrid vehicles to improve our lon
695	Southwest	The budget should be what ever is currently received from gas tax and auto fees. This money should only go toward transportation expenses and not to other state funding areas Stop stealing from this fund.
696	Southwest	People who conserve their driving should have some way to get rewarded. People who live outside of city to avoid taxes but pack the roads with traffic during rush hour need to pay more. There needs to be a more equitable way besides a gas tax. I try to c
697	Southwest	I would think the more funding we can attain the easier it will be to get the things done that need to be done, I really believe that this should be something that's taken care of through our taxes
698	Southwest	Future project needs to be analyzed of making the I-94/90 Corridor from Portage Area to Tomah to be a six lane highway, three lanes for both directions of traffic.
699	Southwest	Increase the gas tax - double. Move to Miles-travelled model, ASAP.

ID	Region	Comment
700	Southwest	We NEED a long term funding solution. As the pandemic showed, VMT is not the silver bullet, as we would have seen a similar dip in funding (maybe greater) if we used VMT instead of MFT as the primary funding source for transportation. Look at the study
701	Southwest	Let the legislature figure out funding. That's not your problem.  Tolling is only interesting because it opens up the possibility of integrated payments.
702	Southwest	Rather than partnerships, I would like to see greater taxes on out-of-state and international businesses that take advantage of Wisconsin resources and public goods, such as transportation.
703	Southwest	I live in Madison & I would love for the city to have an Amtrak service. I believe that it would be a great benefit to the city of Madison.
704	Southwest	We need to meet climate goals + reduce reliance on single occupant vehicles, including more investment in busses, trains, bikes and walking. Road expansion projects for cars are unacceptable for a long term vision.  We need to provide alternatives to dri
705	Southwest	"You may know WisDOT repairs bridges and constructs roadways. But we do so much more – like planning decades ahead for our transportation system!" The reason people primarily think of the DOT as road builders bridge repairers might be that given \$100,
706	Southwest	The reason people primarily think of the DOT as road builders and bridge repairers might be that given \$100, WisDOT will spend \$90 of it on road construction. Spending it on other, non-automobile-dependent options would improve all of the focus areas you
707	Southwest	Partnering Local Municipalities with public-private partnership agencies (i.e.; LISC) to encourage local cost sharing for projects that benefit non-motorized facilities. Trails, sidewalks, open spaces, etc. There are many small municipalities that could
708	Southeast	Increase quantity, extent and maintenance of bicycle transportation facilities, making particular effort to provide protected cycling courses and a connected network of bikeways.
709	Southeast	I feel every county should have a shared ride taxi system. I have an adult daughter who is disabled, and never will be able to drive. Without having this in Washington County, my daughter could not have a job. I feel that every person should have this option. She has a friend that lives in another county, where this option is not available, and she has to stay home every day, due to her parents having full-time jobs, and unable to get her to any type of work. I feel this is unbelievable that we cannot have a shared ride taxi every county.
710	Southeast	My feeling is, from the use of public transportation, that there needs to be far less wait times. It's very hard for a person in a wheelchair to wait so long for a ride. It just makes it hard because you can't plan your day. They can be up to two hours late sometimes. After waiting for so long and then traveling, you can't take care of personal care needs that come up during that time, and if you do, you run the risk of missing your ride. It makes it very hard to plan your day.
711	Southeast	My daughter is deaf and cognitively delayed, relies on transit plus. Often rides are late or they never show up at all, she arrives too early (unsafe that she is an elopement risk). It is very frustrating that she needs this service to get to her appointments, work that I am not able to provide
712	Southeast	We tried to set our adult daughter up with public transportation from her program to home, each day. She is deaf and blind and has no formal communication. She needs total assistance to get from one spot to another. Unfortunately, we could not get transportation at a time that worked (someone needed to be home from work to receive her) because we were told that it was a popular time, already booked to capacity, so she would have to come home earlier. We were both working at an earlier time. I'm not sure what the solution is, but it seems that if there is a common time that many people need, the bus company would schedule more drivers during that time.
713	Southeast	Don't be afraid to try bold new ideas! WisDOT always feels so far behind what's going on in Minnesota with what MNDOT is willing to try.
714	Southeast	If we continue to have an antiquated system that relies on individual transportation instead of mass transit, then we won't have much of a state or world to live in due to the adverse effects of increased private transportation on climate change.

ID	Region	Comment
715	Southeast	Please give us more expanded and efficient rail options
716	Southeast	<p>The population is going to continue to grow, and the climate is going to continue to change. We need solutions that prioritize the health and safety of the entire public.</p> <p>I also suspect that as wildfire and hurricane seasons worsen, more and more folks will look at Wisconsin as a place to relocate. These people will be used to functional public transit, and we need to take that into account, or risk losing out to places with worthwhile rail (Minnesota and Illinois).</p>
717	Southeast	This state needs high speed rail.
718	Southeast	USE PERPETUAL ASPHALT as much as possible, it's cheaper, faster to construct, lasts as long or longer than concrete and rides much better!!!!
719	Southeast	By 2050, we should be depending almost entirely on walking and emission-free public transportation to get everywhere we need to go. A safe, clean, and reliable rail network across the state and throughout our major cities will not only dramatically reduce the number of deaths on our roads every year, but will also reduce the emissions from personal vehicles. For the sake of our safety and the air we breathe, we can do nothing less.
720	Southeast	Plan for self-driving electric cars (e.g.; Tesla) to be the norm and build all your planning around the implications (which are nearly all good) of that future reality. There will be far fewer accidents, improved air quality, more productive time, and the list of advantages goes on.
721	Southeast	A train connecting Madison, Milwaukee, Chicago is a great project. Also Madison and the Twin Cities. Train from Mpls to Chicago? Civilized!
722	Southeast	We spend far too much money making it convenient to drive cars. It's time we stop pushing transit, intercity rail, pedestrian and bicycle transportation to the side and politically ignoring these modes. They are the future of a sound transportation system.
723	Southeast	We demand you fund transit better in Milwaukee County.
724	Southeast	I support development of multi-modal, environmentally friendly types of transportation that integrate communities and create vibrant areas for businesses but also support connections with nature. I would love to see a central park in all business districts.
725	Southeast	WE NEED TO EXPAND HWY 94 FROM MILWAUKEE TO MADISON!! It is a dangerous stretch of road that is the most travelled road in the state and it's only 2 lanes?! Not acceptable. We need to modernize this to continue economic growth and stability between the largest economies in the state.
726	Southeast	Re-balance the budget to prioritize public transit infrastructure, rebuild highways for efficiency and safety but not expansion. Implement regional transit authorities to increase accessibility between counties and create efficient and affordable options for people.
727	Southeast	I believe consumption per capita will increase across the board, resulting in ever increasing truck traffic. This will accelerate road and bridge deterioration (in addition to our hot / cold climate) placing additional demands on available funding. Heavy trucks travelling at high speeds also create hazards that should be mitigated through safety and enforcement enhancements.
728	Southeast	<p>Should've implemented the high speed rail with the federal government was offering up money to help. I also believe more projects should be design build saving time and money. If getting community involvement on aesthetic treatment and such get the input early and set a firm deadline for no changes. Nothing like preparing a large plan set to be almost complete then have to rush back thru and update aesthetic details.</p> <p>I also believe if we look at better technologies for base material concrete and asphalt - spend a little more upfront to reduce maintenance costs down the road should be an option.</p>
729	Southeast	<p>I'd like to see public transportation expanded. A quick option from Milwaukee to Madison, and perhaps north, would be used often by my family. Bus systems should be supported &amp; expanded, rather than putting endless money into freeway expansions.</p> <p>I would like to see investment in existing rural roads- it's hard to spend so much on annual plate renewal &amp; wheel taxes and also have to pay for vehicle damage from rough roads.</p>

ID	Region	Comment
730	Southeast	It better have high speed rail that connects KENOSHA-MILWAUKEE-MADISON or we are going to be the most backwards state.
731	Southeast	Street car is a great idea but needs to expand to neighborhoods beyond downtown to benefit the actual residents of the city and not just tourists and those who work downtown. Give benefits for those who get electric cars and expand the Amtrak travel options in Wisconsin, we should have more access to the stage via public transportation.
732	Southeast	It's time to add commuter rail service to Milwaukee and, more broadly, prepare for a carbon-free future.
733	Southeast	We need to have tolls for out of state traffic at our borders.
734	Southeast	Highway transportation infrastructure is overbuilt in Wisconsin. Recent design standard changes and focus on preservation allows for right-sized projects. Unfortunately, this has negatively impacted how other transportation modes are developed and maintained. In 2050, Wisconsin will provide high quality competitive transportation choices.
735	Southeast	Together we can ensure that all modes of transportation are accessible, reliable, and safe for users. Education is critical to reduce the "us versus them" perspective that polarizes communities. Change and improvement cannot occur in a vacuum, and each element highlighted at the beginning of this survey deserves and requires attention to make the vision a reality, for each is connected and relies on the other for success.
736	Southeast	Encourage innovative ideas in new construction projects. Innovative intersection/interchange designs can improve traffic operations at reduced construction costs. However, changes to traditional geometry of intersection/interchanges has been sorely lacking at WisDOT
737	Southeast	Pot holes are a major issue, especially in larger cities.  We also need multi-level freeways & highways to take up less land and make travel more enjoyable for all with less dense traffic.  And, we need to work with our Earth because we are at a crucial time for our climate!
738	Southeast	More high speed rail options throughout the state. Commuter rail from suburbs to down town Milwaukee
739	Southeast	Driver Training!
740	Southeast	I feel that the Madison airport should be expanded to accommodate global travel. I'd also like to see bike trails, either off street or designated lanes on major roads to allow for alternate travel.
741	Southeast	High-speed rail between Chicago, Milwaukee, Madison, and the Twin Cities, at a minimum, should be in place.  Electric vehicle charging stations should be widely available.  Making roads safer for bicycles, personal low-speed electric vehicles (e-bikes, scooters), and pedestrians should be a priority.
742	Southeast	I think our reliance on cars no longer makes sense when we consider all stakeholders. Providing other options benefits the environment and the disadvantaged people in society.
743	Southeast	Better and cheaper urban transportation. Integration of systems to easily move through the state and city.
744	Southeast	Why did that***ex governor Walker turn down federal monies for transportation. And what access do we have now to be eligible for more.
745	Southeast	Rail can play a big role in this. So can connector shuttles and safe ride sharing. Long-distance buses are too affected by weather and traffic. For example, I can't get from Brown Deer Rd. to downtown Milwaukee by bus in less than an hour and rail isn't an option. Also, many of the bus lines traverse unsafe neighborhoods.
746	Southeast	I'd like to see a plan for capping expressways where possible in the city of Milwaukee and explore the potential usage of the reclaimed land either as developable land or corridors for rapid transit inside the city to build economic development and connectivity.

ID	Region	Comment
747	Southeast	Multi mode transportation systems. Don't just concentrate on personal vehicles. Mass transit and pedestrian/bicycle facilities and networks need to be given equal attention.
748	Southeast	Raise the gas tax so Wisconsin can continue to have great transportation infrastructure.
749	Southeast	Make the roads great again!
750	Southeast	State DOT needs to be far more responsive and responsible to local decision making as it relates to urban design and form. It should be a cooperative structure rather than being forced into changes as a result of local protest or opposition. Cooperative arrangements are a more effective planning strategy.
751	Southeast	The Minneapolis-Milwaukee-Chicago axis is crying out for a rail corridor and passenger rail. Public Transit in Milwaukee is not usable at present except under duress. Although objections are often raised about the cost, infrastructure investment in a rail corridor would help traffic and property values around prospective stops. Milwaukee certainly seems dense enough to adapt to public transit.
752	Southeast	build more bike trails. We saw how important they are for public good during a pandemic and good for the environment also ROI is higher than freeways
753	Southeast	My hope is that there will be more mass transit & fewer cars. High speed rail options that serve local & regional communities.
754	Southeast	A focus on creating an integrated, efficient and sustainable system with care and consideration to our natural environment is vital. We need a better and more robust public transit and a focus on pedestrian and bicycle safety. Working toward less cars should mean less road expansion. Milwaukee streets are a mess - I want transit options not highway expansions. There's a better way.
755	Southeast	Think about driverless cars by 2050 and how that will upend the transportation system. Should MKE be on the forefront to adopt such systems? I hope we are
756	Southeast	Making bicycling safe is a high priority for me.
757	Southeast	Let's not wait until 2050 to make Wisconsin a top state for transportation. Ok cool thanks.
758	Southeast	Wisconsin has a long way to go. Mostly we need consistent and dedicated funding sources that are not subject to the whims of local & state trolls. I hope that will come as the next generation moves into governance and pushes out the fossilized life forms who currently populate and control much of government and society.
759	Southeast	Prioritize pedestrians and bicycles over cars.
760	Southeast	Please fit bicycles as a big part of the idea for transportation in WI in 2050.
761	Southeast	In our city, you cannot get most places safely by bike or walking. Kids are forced to ride the bus or be driven because there aren't safe sidewalks. We have a train depot that the Amtrak passes, but zero mass transit options.
762	Southeast	I predict by 2050 fossil fuel cars will go the way of the DoDo. It will be electric cars and alternative transportation we need to be ready for it
763	Southeast	Stop proposing the I-94 East-West Corridor project as a highway expansion project. It is fine to do that project, but please re-evaluate and choose the safety improvement alternative (which keeps the six-lane cross-section and still makes important safety improvements). Use the savings to reinvest in local roadways and better walking, bicycling, and transit options. This comment applies to other potential highway projects around the state, too.
764	Southeast	There are still large portions of the freeway system that are 50-60 years old that need to be replaced and expanded soon.
765	Southeast	The problem is, all the listed items are important. The only way to address them all is to spend more on transportation. I would be willing to pay more in taxes to have better transportation infrastructure.
766	Southeast	More ADA accessibility vehicles
767	Southeast	Encourage counties and municipalities to invest in CONNECTED bike and pedestrian trails. Isolated segments do little good.
768	Southeast	We need to find the funding to keep our existing facilities (especially roadways) operating in good condition.
769	Southeast	Expand passenger rail
770	Southeast	dedicate resources to work with industry on future travel (autonomous vehicles/flying cars/etc.)



ID	Region	Comment
771	Southeast	Expect freight to increase with more package shipping. I think driving is increasingly seen as a chore, something necessary, rather than a pleasant diversion (i.e. Sunday country drive). I expect when self-driving vehicles are finally read for use, even if limited, that it will be popular.
772	Southeast	With self-driving vehicles, it is IMPORTANT to ensure that they are accessible to all, including persons with disabilities.
773	Southeast	We need to explore the option for tolling our expressways so that more money from fast taxes, registration fees, etc. are available for maintaining local roads.
774	Southeast	Prepare for driverless cars
775	Southeast	Support for Transportation Demand Management activities through grants to local governments and MPOs is needed to reduce congestion and improve air quality.
776	Southeast	Cars are not the future. Look to the rest of the world, especially Japan, South Korea, and the Nordic countries for inspiration. Our highways are, in no uncertain terms, responsible for massive levels of segregation, especially in Milwaukee. They also contribute to the free rider problem of those who benefit from a city like Milwaukee without paying taxes that support the city. Even if we move to electric cars, it is still massively expensive and disadvantage lower income folks, putting those who are already financially distressed in more trepidatious positions whereby if their car (which already probably costs thousands of dollars a year) were to break, they may be unable to work, unable to get groceries, unable to get to a doctor or the hospital.
777	Southeast	Consider the medium- and long-term impacts of autonomous vehicles on patterns of travel and vehicle ownership when creating long-range plans.
778	Southeast	It will be different - I would have liked to see what baseline WisDOT us using for employment, jobs, and traffic. Will urban areas grow faster than rural? What do the econometric models say? I have no clue. Especially in light of how quickly traffic and life has changed under COVID. What areas of the state will see growth? Decline? What type of maintenance will be needed? Where do mega-projects fall in this priority ranking? This survey terrifies me in that I see very little linkage to the realities of prioritizing transportation investments.
779	Southeast	We need to invest in more mass transit and less dependence on bloated freeway and highway systems
780	Southeast	No more highway expansion
781	Southeast	Please, please, please, stop spending billons of dollars on high ways that won't decrease traffic due to induced demand.
782	Southeast	Please please please stop expanding highways
783	Southeast	Need to consider how efficient, safe, and quick transportation opens up the labor markets for businesses. The more people who can get to jobs within a reasonable amount of time, the more labor businesses can access. Can't understate the role good transportation plays for the economy.
784	Southeast	Please look at more regional b public transit options n
785	Southeast	I would hope there are less single passenger vehicles on the roads
786	Southeast	More accessibility and flexibility in transportation
787	Southeast	If your 2050 plan still focuses on cars it's worthless and you have failed
788	Southeast	Less cars. More bikes, walking and buses.
789	Southeast	Allotment of funds to local governments to maintain and improve existing roadways need increased revenue from the state. If this means greater taxing of electric vehicles, and added gas tax, so be it.
789	Southeast	Yes. Seriously. I drive appx. 500 miles for my job weekly, between Kenosha/Racine area. Utilizing Hwy. 31, Sheridan Road, I-94, 142, and many of the smaller roads in the area. Texting and driving is out of control. Speeding is out of control. What is going on? There is something going on, with cars without license plates but those paper things pasted on the windows. These drivers are wreckless, speeding, weaving in and out of traffic, aggressive, flipping people off that they pass, running red lights. This is way more than just speeding. It's like they are doing it on purpose. Texting and driving is rampant. I thought there is a law against this, yet it prevails. Running veryyyy yellow lights and red lights is rampant behavior as well. Most days I kiss the ground when I arrive home alive. Why can't anything be done about this stuff? I know police are struggling with staffing and financial issues. It's such a great idea to defund them even more. Putting the public at risk on the roads.

ID	Region	Comment
790	Southeast	It's about time we have the true symbol of the future - a flying car!
791	Southeast	Turn WI-29 between Green Bay and Eau Claire into I-98.
792	Southeast	<p>Let's hope 2050 is better than 2020.</p> <p>Focus on sustainability and flexibility.</p> <p>Look at more bus/train/car share/bike options. High speed rail in the Midwest by 2050??</p> <p>Increase vehicle fees and registrations to fund improvements (can you do it on a sliding scale so that people with more income pay more?)</p> <p>More people may be able to work from home in the future due to COVID, although many employers (mine included) are back in the office. But as COVID eases and large events begin again, ie. Brewers, Bucks and Packers games, Summerfest, State Fair, etc. How do 94 East West and 43 North South accommodate those crowds? Great job on 94 North South but we need to fix the other sides of the "box" in the Southeast.</p>
793	Southeast	By then I'm optimistic we will have better public transportation options. By that I mean that we as Americans will stop pretending we need our own vehicles to do everything. There are options available, we are just too lazy or scared to use them. It's a cultural mind-shift and I hope 30 years is enough time to change those old habits. We need to understand we can better protect the environment, ourselves, and our economy by relying on public transportation, and walking and biking.
794	Southeast	Better city-to-city and inter-state travel for those with disabilities who cannot drive. Including access to more rural areas so people with disabilities are no longer forced to live within the larger cities
795	Southeast	Keep what's best for the long-term well being of our planet and community.
796	Southeast	Large cultural problem makes public transport options viewed negatively in much of the state. How can these options exist in more rural areas to promote more positive views on options such as busses or better infrastructure for bikes? Rarely do people request these--they don't have them so they don't know how useful they can be, but there needs to be an effort to encourage a culture that adopts options other than owning your own car.
797	Southeast	We need more trains and buses and public transportation options. Spending more money improving and expanding freeways and vehicle access is going to be a lost investment when instead that same amount of money can help the same about of people and reduce congestion, improve public health, and reduce carbon emissions all at the same time.
798	Southeast	Pandemic has showed that people want to get out and use many forms of transportation. Make all highways available more accommodating to motorcycles and bikes on roads, and improve bike and pedestrian accommodations along the roads.
799	Southeast	Thanks for the survey. My main concern is connectivity and the environment. I'd like to see our state be less dependent on cars. Reward commuters that use public transit, walking, biking. Design with the environment as the main priority.
800	Southeast	High speed rail to connect major metropolitan areas and suburbs
801	Southeast	I don't want more roads and wider highways. I prefer a focus on maintenance of existing infrastructure alongside more investment in rail and cycling.
802	Southeast	<p>Implement a gas tax so that everyone driving on Wisconsin roads can pay for the maintenance and repair of our roads, not just Wisconsin residents.</p> <p>There should also be a commuter rail connecting Milwaukee to Racine to Kenosha AND Milwaukee to Waukesha to Madison.</p> <p>Milwaukee also needs light rail going through all of the major neighborhoods and downtown to help people get around the city and as a fight against the major segregation affecting the city.</p>
803	Southeast	Where do I buy my flying car?
804	Southeast	Wisconsin should be a transportation innovator and embrace new technologies and promote strategies to get people out of single occupancy vehicles. I hope the state does not hold back and try to continue with the status quo while in the rapidly evolving era.
805	Southeast	Keep up with technology, vehicles are becoming more and more electronic and computer based.

ID	Region	Comment
806	Southeast	We need to focus on modes other than cars in order to combat climate change.
807	Southeast	More landscaping, decorative items, and walking opportunities for all including disabled to create more pride, improved sense of place in communities.
808	Southeast	investment in rebuilding and expanding transportation, not just rehabilitating them. we need rebuilds, not maintenance type jobs. invest in the roads, and that will breed so much economic expansion for this state, it will pay for it self in the years to come.
809	Southeast	Implement future technological advances.
810	Southeast	If it isn't broken, please don't try to fix it. Prioritize needs versus wants. We do not need to expand what we already have of we do not have enough funds to pay for repairs. Utilize money on quality repairs and products and workmanship instead of wasting so much.
811	Southeast	A multi-modal approach is probably smart as freeways will eventually only be able to handle so much. Streetcars, light rail, bike/ped as well as freeway improvements should be explored to create a balanced approach.  Another idea is a southeast region transit authority in order to create a giant connected and efficient system in that part of the state. Look to Minnesota's transit authority in the Twin Cities as an example.
812	Southeast	Wisconsin will benefit from greater integration of different transportation modes, most notably greater access to bike and walking trails and routes across the state.
813	Southeast	I think Wldot should prioritize the improvement of public transit options. Doing so will help support environmental health by cutting down on the need for personal vehicles. It will also support people who are unable to drive and/or can't afford a personal vehicle.
814	Southeast	Autonomous and/or connected vehicles have the potential to save a tremendous amount of resources and significantly reduce traffic fatalities. This should be a high priority with national standards and coordinated programs to implement systems in areas with the highest potential positive impact first. Laws should explicitly prohibit implementation based on politics (e.g. a wealthy community gets something even though it is not a high priority location).
815	Southeast	Light rail in MKE! Light rail in MKE! Light rail in MKE!
816	Southeast	Driving is not the way of the future. It is not green and gives an unfair advantage to people born in money. Cars are leading killers of people. Get people off the road.
817	Southeast	More mass transit. Wisconsin needs rail, light rail, and streetcar systems to connect cities and surrounding communities.
818	Southeast	I would support a KRM rail.
819	Southeast	Thank you for letting the public be a part of this process. Much appreciated!
820	Southeast	Getting from place to place safely and knowing the roads, rails, trails are open and available in good condition keep the economy and livelihoods going. Keep up the good work. Wisconsin has good facilities, don't let them become places where people demonstrate, pander, set up tents, commit crimes, please keep them open and safe for the hardworking people of Wisconsin. Keeping Wisconsin a good place to work and live will attract and keep the competent, talented, creative, intelligent citizens we are lucky to call our neighbors.
821	Southeast	reduce vehicle miles traveled, reduce lane miles
822	Southeast	Less cars and roads
823	Southeast	To ensure that our aging bridges and by-passes are updated and to secure our roadways with proper upkeep and replacement when needed. Safe roadways ensures better long-distance travel is managed for those that need to move product goods for those in the building and construction trades. There will always be a need for our infrastructure as housing needs will continue into the future, as-well-as renewed engineering for bridges, waterways and just for the love of travel for tourism. We must remain open to these pressing long-stayed needs to satisfy the human condition.
824	Southeast	Can't predict the future of travel but there will always be a need for fluid travel between the hubs of the state. Illinois state line in Rock and Waukegen, Green Bay, Milwaukee, Madison, La Crosse Hudson, Eau Claire and Superior.

ID	Region	Comment
825	Southeast	Road diets and traffic calming measures can make small town Main Streets more welcoming and should be considered when doing a project in an area like that.
826	Southeast	When growth and expansion needs to happen, prioritize safety over completing a project quickly. The number of people who died or were injured during the widening of I94 was a direct result of prioritizing a quick finish over the safety of people who traveled on I94.
827	Southeast	Fixing and maintaining our roads and bridges are really vital to the economy. I live in West Bend, and I'm embarrassed to invite friends to the area because our roads look like a bomb went off. Better roads would increase my own purchasing power as well, because it would reduce auto maintenance costs.
828	Southeast	Putting electric charging stations in place to assure tourist and trucking that initiate the jump to electric vehicles see Wisconsin as a leader in EV and feel confident in traveling in our state
829	Southeast	Making the Port of Milwaukee truly multi-mode and enhancing rail service to keep more trucks off roads.
830	Southeast	I'm in Milwaukee and the roads are awful.. Why would a company with a fleet of trucks move here only to have huge repair bills?
831	Southeast	Wisconsin needs to have a transportation plan that can maintain the current infrastructure while also expanding to meet the needs of the economy without having to rely on excessive borrowing. The program also needs to be tailored to prevent wasteful spending on items like isolated sidewalks and streetlighting where pedestrian traffic is not existent,
832	Southeast	Expand Milwaukee freeways to keep Southeast Wisconsin competitive.
833	Southeast	I think maintaining bridges so they don't go below their load rating all across the state is important so no links to the network are lost.
834	Southeast	Investment in public transportation, bike pathways & pedestrian safety  Tourism is such a big source of income for Milwaukee, and visitors are looking for affordable, safe & reliable transportation from the airport area to downtown. (I have 15+ years in hotel industry in both areas of MKE) The trolley is a good start, but connecting to the airport would allow overnight visitors to our city to easily head downtown for food, drink & entertainment. I think that's key to rebuilding tourism jobs, especially post-covid.
835	Southeast	Robust transit connections to large surrounding business regions including Chicago and Madison, and Minneapolis (Regional passenger rail)
836	Southeast	Affordability for all users should be very high. Also the number of routes and schedules is very important. In my opinion, we can't really afford to cut more.
837	Southeast	Reducing reliance on fossil fuels is only going to become more and more important in the coming years; getting an early start on that can only pay off down the line.
838	Southeast	Transportation demand management - changing travel behavior can improve system performance while maintaining high levels of activity. Coordinated planning at all levels of government - can effectively use transportation funds to achieve transportation and economic benefits. Enhanced coordination and communication with businesses - to gain buy-in and ensure that community needs are reflected in transportation projects. Improving all modes of transportation - allows for all residents of Wisconsin to receive transportation benefits especially under a road preservation focus. Funding all transportation modes that provides competitive choices to residents of Wisconsin - will increase economic activity and more efficiently distribute travel across all infrastructure. Encourage building connections between transportation and non-transportation funding sources to provide for more holistic infrastructure projects.
839	Southeast	Provide a funding shift away from gas tax (including diesel fuel tax) as more vehicles are utilizing alternative fuels. Continuing to fund primarily by gas tax, in essence, subsidizes alternative fuel vehicles. In general, alternative fuel vehicles are purchased by more affluent drivers. This is an example of lower income drivers subsidizing more affluent drivers. A true use-tax system needs to be generated. (ie tax based on miles driven, regardless of fuel type)
840	Southeast	It may be good to reduce heavy trucks on our roads. Find ways to reduce or eliminate the crazy driving on city streets.
841	Southeast	Bicycles need to be part of our economic success.

ID	Region	Comment
842	Southeast	Keep our roadways as they were meant for the maximum flow of high speed (vehicles) traffic diets are going to get peoples killed.
843	Southeast	Do something to raise awareness for drivers to share the road. There are still people telling us to get on the sudewalk....
844	Southeast	We need to address mutlimodal transit and the eventual capping of freeways in urban areas to revitalize the areas ravaged by their building.
845	Southeast	Repair and expand highways where truly needed, while providing alternative methods of transit to reduce traffic congestion.
846	Southeast	Roads need to be kept up better in all of Ozaukee county!
847	Southeast	Public transit options. Including biking as an important part of a transit plan. A strong public transit system will aid in economic recovery & eventual growth. Urban planning can & should address the systemic inequalities in our society. The decade ahead of us will be transformative as a country & planet. We need to put a focus on preserving and protecting our natural resources and planning for the major changes ahead of us. Also maintaining the investments we've already made. Many communities have invested in Bikeshare programs; ensuring those programs are here and operations are funded to serve their communities through the economic downturn. More people will turn to biking as a mode of transit as the pandemic continues. Your job is not easy but that is why it's important. Thank you!
848	Southeast	Improvement of transit system should be paired with private business investment that intend to make MKE a transportation hub.
849	Southeast	Six lanes MSN to Dells, on yo Tomah spork. Always a problem getting through that area
850	Southeast	More mass transit as well as pedestrian and bicycle friendly options to allow people to easily access jobs, living areas and tourist attractions
851	Southeast	Main arterial highways in northern WI should be 4 lane to help move the tourist trade. Last time I tried returning home on a holiday weekend it took 7.5 hours to drive from Sayner to West Bend. It was horrible from road rage, reckless driving and other unsafe acts by people trying to pass. I-94 needs to be reconstructed into 4 lanes.
852	Southeast	Support increased traffic volumes with more paved lane-miles
853	Southeast	High speed rail
854	Southeast	Separate lanes for trucks on the freeways!
855	Southeast	We must provide More considerations to support cycling and pedestrians.
856	Southeast	Public transportation that is fast, clean, and reliable. Light rail.
857	Southeast	Reducing automobile dependence
858	Southeast	Improve interchanges and bridges. Raise bridges so less likely to be hit and close major highways. Continue surveillance of highways to keep safe and watch for terrorist activities that would shut system down. Continue to invest in State Patrol efforts on highways. Keep pedestrians/protesters off freeways.
859	Southeast	Use of renewable resources Decreasing carbon output and climate change
860	Southeast	Wisconsin should be a leader in new transportation technologies such as autonomous vehicles and reversible lanes. Transportation demand management will help freight move efficiently and make commutes for the workforce manageable. This will be important for attracting companies as well as attracting and maintaining a young, diverse workforce. Equity in job access (white collar and blue collar jobs) should also be considered.

ID	Region	Comment
861	Southeast	<p>Transportation fund allocation should be better managed to roadways that are actually in need, as opposed to politically influenced projects.</p> <p>Trucking is essential to the economy, more routes must be maintained as long truck routes to keep goods moving.</p> <p>Farming is a pivotal part of the Wisconsin economy and culture, farmers need field access and less encroachment onto their lands.</p> <p>Mill and overlay projects for corridors that are in need of reconstruction is a waste of resources.</p> <p>More coordination should be done to align utility needs. When underground utilities are in need of repair and replacement, better coordination should be undertaken for appropriate roadway improvements.</p> <p>Less funds should be spent "improving" pedestrian accommodations where no pedestrians are or will be present in the reasonably near future.</p> <p>Personnel assets within the Department should be retained to maintain experienced staff. The flight of the quality engineers with 5 to 10 years experience is a continuing issue. Meaningful work and adequate compensation, comparable to private sector, should be provided to internal staff more so than consultants.</p>
862	Southeast	Congestion on commercial/retail corridors is getting worse. If you use the main route for commuter purposes to get to work, you never know if there will be a backup.
863	Southeast	Wisconsin's Interstate system is in need of repair/replacement and expansion is needed in a few areas to allow for economic vitality.
864	Southeast	<p>1. Selecting construction materials based on best life cycle costs, not just to balance out competing industries (e.g. concrete pavement versus asphalt pavement).</p> <p>2. Better coordination of utility locations to have fewer (or none, except crossings) under roadways so maintenance or replacement of either can occur with little or no impact on the other.</p>
865	Southeast	<p>Please focus on highways, driving all over the us, I realize how far behind our state is in infrastructure improvement.</p> <p>We need better roads!</p>
866	Southeast	Timely response to weather and safety hazards on highways and rail to keep them open and available to users
867	Southeast	Reducing vehicle miles traveled, banning cars, switching to cargo bikes, trains, reduce lane miles drastically (to 40% of currently existing)
868	Southeast	Increasing the total mileage in the state of interstate standard roads. Maximizing efforts to remove as many at grade crossing as possible. Less stops means more traffic flow. A western bypass of Madison that connects to the dells would remove a lot of traffic from the weekends and better connect Madison itself to dells. Lets call it I-690. Also I-39 should be extended all the way to the Duluth/Superior area that connects with I-535. This would provide a vital link to the north and way to increase the speed at which goods could be traveled from Lake Superior to the rest of the state.
869	Southeast	<ul style="list-style-type: none"> <li>- Traffic calming</li> <li>- Road diets</li> <li>- Aiming for Vision Zero to eliminate pedestrian deaths</li> <li>- Protected or separated bike facilities to keep bikers safe</li> </ul>
870	Southeast	Regarding being able to handle extreme weather, increasing the integration of green spaces and preserving wetland areas leads to less flooding. Paving the whole world removes the ability for the earth to function as intended
871	Southeast	Transportation needs to be accessible to all folks, including those who use mobility aids. I'm deeply concerned with the massive drunk driving issue in this state; I feel better - more frequent, more accessible, and more connected - public transit is a key component of a good drunk driving reduction plan.
872	Southeast	Enact laws and policies that lead to faster adoption of self-driving cars.



ID	Region	Comment
873	Southeast	Make bicycling safer by adding features to streets that slow down motor vehicles.
874	Southeast	Make our transportation system safer for bicycles and pedestrians
875	Southeast	Safety enhancements only work if driver enforcement is part of the solution. If there is no or limited enforcement of speed, distracted driving, intoxicated driving no amount of money will correct the problem.
876	Southeast	Limited access state highways and grade separations.
877	Southeast	safety focused improvements, using a mix of nominal and substantive approaches
878	Southeast	"Changing driver behavior to reduce distracted driving and improve attentiveness behind the wheel" seems like a problem that's broader than the DOT!
879	Southeast	Improvements to all transportation modes. Without a balanced set of transportation options, residents of Wisconsin are forced to overload one system resulting in poor performance.
880	Southeast	Possibly camera methods of ticketing dangerous drivers in problem areas.
881	Southeast	Running red lights, excessive speeding etc.
882	Southeast	Protected bike lanes/trails
883	Southeast	Study how the Europeans have made their roads safer for bikes
884	Southeast	Road planning that incorporates safe bicycle riding to popular destinations - shopping and event venues. Also bike parking at major facilities.
885	Southeast	I watched an interesting video about intersections in Amsterdam. In particular it was about when a side road splits off of a main road the sidewalk continues at curb height and the drivers have to cross it as a speed bump. It really drove home the point that the cars were crossing the pedestrian right of way instead of the other way around. A side benefit was that it slowed cars down when turning off of a busy road onto a quieter neighborhood street.
886	Southeast	Utilization of cameras at intersection to monitor and ticket illegal driving.
887	Southeast	Allowing autonomy for urban areas so they can address issues they face without political or financial restrictions set by the state.
888	Southeast	Expand I-94 between Madison and Waukesha. Reconfigure short onramps in Milwaukee County to allow easier merging at speed from the right and on a straightaway, rather than on a curve. Continue to switch intersections to roundabouts where appropriate. Prepare for the combination of more distracted drivers and autonomous vehicles.
889	Southeast	When planning keep in mind individuals with a disability. Do not just plan for black, brown or low income individuals.
890	Southeast	Spend all the TAP money on bike ped projects and not hwy spending.
891	Southeast	Again urban design should play a major roll in safety. Cars today are designed for speed. Given open road cars will speed. More focus on education to drivers on how to use the system as it was intended, how to avoid traffic backups, etc.
892	Southeast	Make roads safer for bicycles.
893	Southeast	Spend less on roads, more on mass transit, trails, sidewalks
894	Southeast	Slower speeds on at-grade highways and arterial roadways in urban, suburban, and small town areas. Make conditions safer for all travelers, especially pedestrians.
895	Southeast	Provide better pavement markings/reflectors that are visible in any weather conditions. Work with automobile industry to prepare highways for autonomous vehicles of the future. Research methods of heating/treating roads to prevent slippery conditions and significantly reduce the amount of salt that is spread on the roadways, which will increase the life of the pavement.
896	Southeast	With the last option, I think it's important to differentiate between technology that actually improves safety rather than encourage speeding and end up being not so safe.  While I don't think smart cars will be here that soon, I do think that there will be increasing use of automation (i.e. with trucks), and the state has to be aware of those trends.
896	Southeast	1. Repair/replace unsafe bridges 2. Grade separation structures with railroads 3. Separate lanes for semi trucks 4. Highways and Roads designed for autonomous cars

ID	Region	Comment
897	Southeast	Cars are giant pieces of metal that fly through our cities and neighborhoods. The goal should be to reduce the number of cars and the number of miles driven. This is the best way to make transportation safer. Encourage designs that promote walking, biking, and public transit.
898	Southeast	Signal priority for mass transit
899	Southeast	<p>Incident management Shoulders Snow and ice removal Congestion</p> <p>I think security should be a separate focus, lumping them together seems arbitrarily.</p> <p>Do I now go back and rate all focus areas? Or just this one?</p> <p>This is a strange way of prioritizing for a long range plan and one of the worst surveys I have ever taken. I don't think you can accurately tie this to a policy-level plan in a meaningful way.</p>
900	Southeast	We already know why roads are dangerous, fast cars. Prioritize public transit and ped/bike infrastructure, stop expanding high ways, and create an equitable transportation system appropriate for 2020 and beyond.
901	Southeast	Adopt the NACTO Urban Design guidelines. All these options miss the mark. Build streets to safely accommodate bicyclists and pedestrians. Speed limit signs very obviously do nothing.
902	Southeast	Safety should focus on revoking the license of anyone driving under the influence, and increasing opportunities for biking and walking.
903	Southeast	Focus on safety for bikes, protected bike lanes, etc. Especially as e-bikes get more popular.
904	Southeast	Bicycle and Pedestrian safety is woefully inadequate in this state
905	Southeast	Perhaps not related, but I'm going to mention it anyway. Lack of proper training for new young drivers. Lack of proper testing and the granting of drivers licenses to not properly trained young people at the motor vehicle departments. Also, we have a serious underfunding of our police, resulting in decisions having to be made where traffic stops are low priority, especially in our cities. People are getting to be out of control with aggressive, speeding, unsafe, inattentive driving. I have personally been harassed numerous times weekly by drivers so close behind me that I cannot see their front grill, even though I will admit I was driving at least 5 mph over the posted speed limit. The phone usage is a huge factor. Texting and driving is so huge, and it appears nothing is being done about it.
906	Southeast	Include signalized pedestrian crossings...I've used the pedestrian beacons along Watertown Plank road by the ramps to 45. THANK YOU for including those safety measures.
907	Southeast	More roundabouts
908	Southeast	Specific to safety, I feel that distracted or inattentive driving is a serious concern. I routinely observe other drivers using their phones while driving (not just while stopped at traffic lights). Enforcement of existing laws seems difficult or low priority. Either education to change driver behavior or the use of technology to restrict use of certain functions is needed.
909	Southeast	Safe School routes and coordination of emergency response should be high on the list
910	Southeast	Renewable resources to decrease climate change
911	Southeast	Stop utilizing shoulders to create more through lanes. This makes the freeways less safe. If a person breaks down, there is no place to go to get out of traffic. It also makes it less safe for maintenance workers. Someone is going to die out on the freeways in Milwaukee County because of the lack of shoulders!! Adding lanes at the possible expense of health or life is unethical engineering.
912	Southeast	Safety improvements that prioritize non-driving modes (biking, walking, etc) and transit. Safety improvements should not only be made to accommodate cars and make it easier on drivers...the safety those using transit or active modes should be prioritized. This includes their physical safety while using the transportation system as well as secondary impacts to their health from poor air quality.
913	Southeast	Protected bike lanes; road calming measures

ID	Region	Comment
914	Southeast	Cell phone laws, better lighting of signs even in rural areas (flashing beacons, solar lights on signs, etc.), better pavement marking that is more visible at night, flashing chevrons for curves, more high friction surface treatments on horizontal curves.
915	Southeast	<ol style="list-style-type: none"> <li>1. Implement more roundabouts.</li> <li>2. Improve pavement markings (many are faded and barely visible), including more markings visible at night in the rain.</li> <li>3. Replace obviously nonfunctional guardrail and obsolete and dangerous end treatments ASAP.</li> <li>4. Prohibit plantings in medians that obstruct driver sight lines.</li> </ol>
916	Southeast	Quick response to highway spills when large trucks overturn. Keep highways open for drivers and prevent picketing, demonstrations, soliciting political opinions on the highways. My taxes go to roads and they should not be blocked or impassable for political demonstrations. Open roads faster after it has been closed for an emergency on the road or tell drivers what other route is open for them.
917	Southeast	Banning dangerous vehicles such as oversize SUVs, protected ped and bike infrastructure
918	Southeast	Roadway features--main focus on pavement markings.  Full median lanes to allow for use during high-congestion periods. I did "enjoy" these during a half-week of driving in England.
919	Southeast	better enforcement of speed limits and speeding in general
920	Southeast	- Not relying entirely on traffic demand models and LOS; instead looking at other metrics like pedestrian safety, mode share that helps non-SOVs
921	Southeast	Increasing the integration of green spaces and trees along transportation routes. The recent expansion of I94 and construction of the FoxConn facility has decimated the beautiful natural spaces in 3 counties.
922	Southeast	I just want to re-emphasize the importance of including marginalized voices in the transportation conversation. Low-income individuals and families are more likely to be negatively impacted by highways and other environmentally unfriendly modes of transportation. Further, they stand to gain a great deal from reliable, safe, frequent public transit options. They definitely know where the gaps in our current systems are, and we should listen to them.
923	Southeast	The single most important transportation issue Wisconsin must address is climate change and the climate impact of our transportation systems. We must immediately disinvest in the highways that have separated our communities and polluted our air. We must invest in regional rail transportation as well as bicycle and pedestrian infrastructure. Our state's entire transportation system is built around the personal automobile, and it is time for that to change for the sake of both our personal safety and the coming climate crisis.
924	Southeast	Enact laws and policies that incentivize electric car purchases.
925	Southeast	Alternative methods to car travel to reduce overall emissions. Updating and expanding our electrical system to help reduce carbon into the atmosphere from cars. Electric charging stations at rest stops.
926	Southeast	A well planned transportation system that limits congestion will lower air quality issues. Stop the ridiculous emissions testing program in SE Wisconsin, the most polluting vehicles are usually exempt from meeting this anyway because the cost of repair exceeds the cost of the vehicle. Local input is important but planning and project decision-making processes should not prevent benefits to the regional or statewide system.
927	Southeast	Reduce congestion.
928	Southeast	Keep giving us infrastructure to admire and be proud of, and voters will fight to protect it.
929	Southeast	Our roadsides and roundabouts should be used for habitat restoration and rain gardens to filter pollutants from rain water.
930	Southeast	include environmental corridors and areas for wildlife and native plantings. Include pedestrian access thru or crossing highway corridors with an emphasis on access for disabled such as limited mobility. (Especially during construction.)

ID	Region	Comment
931	Southeast	WisDOT needs a more robust environmental justice evaluation for all transportation projects including preservation projects. Construction activity as well as cumulative impacts of highways are not addressed adequately during project development and implementation.
932	Southeast	Using materials that will work with our changing seasons so that they don't require as much maintenance.  I know that years ago UW-Milwaukee was researching how to make roads that won't degrade with the rain water.  Also, utilizing recycled or up-cycled resources as much as possible.
933	Southeast	I didn't follow the wording of the last question
934	Southeast	More types of public transportation including light rail, commuter rail More safer bike routes in urban areas
935	Southeast	More infrastructure for bicycles: dedicated bike lanes that are more than two stripes of paint and logo. There should be bike lanes with barriers that separate bicycles from motorized vehicle. There should be safe, secure, bike parking areas.  The myriad bike trails in Wisconsin should be linked; not partially on surface streets, but as dedicated trails. For instance, a bike rider should be able to travel from Kenosha to say Madison completely on trails. Urban areas should have a system of bike trails that allows navigating the entire areas without worry about cars and trucks.  Studies have found that there is a positive economic impact on communities which have bike trails running through them.  In short, less money on motorized vehicles and more for bicycles.
936	Southeast	We need to build out infrastructure that will facilitate the transition away from cars powered by fossil fuels.
937	Southeast	Any statewide plan should include consideration of natural resources and help, as we move into the middle of the century, with problems related to climate change.
938	Southeast	Stop expanding freeways
939	Southeast	Communities of color have historically been the last priority of transit planning. It's time to reverse that and attempt to reverse the injustices that have been in place for decades & in some cases, centuries.
940	Southeast	Equal access to appropriate and affordable modes of transportation across different communities. Many cities in the midwest are extremely segregated, and infrastructure does not find it's way into low income neighborhoods. This holds the entire region back, as well as negatively impacting environmental justice issues (for example, asthma due to poor air quality in predominately black neighborhoods).
941	Southeast	Promote bicycle transportation and public transport over car transport.
942	Southeast	More pedestrian and bicycle options
943	Southeast	We need to look at systems that help reduce our dependence on cars especially fossil fuels. We may have finally realized cars of the fossil fuel varieties are bad
944	Southeast	Provide people with better local transportation choices--walking, bicycling, and public transit. Reduce spending on major highway projects and reinvest in our local roadway and transit systems. Major highway projects induce sprawling development, which leads to negative environmental impacts; hurts local, neighborhood-oriented businesses; and increases racial segregation. Let's reverse those trends and reinvest in our existing transportation infrastructure.
945	Southeast	I think it is important to integrate the design and look of Wisconsin's transportation system into the natural surroundings. Aesthetics should be considered with the designs.
946	Southeast	With regard to "local plans" - support the regional plans.

ID	Region	Comment
947	Southeast	1. Network of charging stations for Tesla! 2. Put \$ back in the budget for Community Sensitive Design! 3. Start replacing coal power plants!
948	Southeast	Reducing greenhouse gas emissions. Supporting transit.
949	Southeast	Increased public transit and bicycle routes
950	Southeast	Reducing the number of cars on our streets and in our communities. They are loud, pollute, and are the number one cause of death for children. Focus on slowing traffic, removing cars, and finding alternatives.
951	Southeast	Focus on pedestrians and cyclists, and their safety. Mass transit. Minimize the expansion of roads as much as possible.
952	Southeast	Implement water retention techniques, and replace grass with native plants
952	Southeast	Public transit options are of the highest possible importance.
953	Southeast	High Speed Commuter Rail and Light Rail in the major cities should be implemented over the next 10 years to help reduce auto use and emissions in the fight against climate change.
954	Southeast	Large projects are a must to help us get away from coal and Natural Gas energy. The Oak Creek Powerplant along Lake Michigan must be decommissioned in favor of renewable/zero carbon powerplants
954	Southeast	Stop expanding highways.
955	Southeast	Communities are strengthened when they are walkable, bikeable, and serviced by good quality public transit.
956	Southeast	Smaller roads and more shared transportation resources, such as light rail and bus rapid transit
957	Southeast	Public Transit not wasteful highway projects
958	Southeast	Do not expand I-94 in Milwaukee. Many studies have shown that expanding highways to alleviate congestion doesn't work. In addition, expansion would increase emissions, thus global warming, and endanger our future.
959	Southeast	Continue to expand transportation venues for bicycles.
960	Southeast	Over- or underpasses for wildlife please. And more pedestrian bridges across busy roads and highways
961	Southeast	Preservation of the environment Increasing public transportation and biking to decrease emissions and climate change Walkable and bikeable, interconnected cities and trails
962	Southeast	Simply getting our focus away from cars will help nature in itself. We need to better emulate Europe with their public transport.
963	Southeast	manage right of way more. Remove, eliminate, control invasive species and educate residents to do the same on their property. Eliminate and reduce light pollution caused by transportation lighting and roadside advertising. Focus and provide more multimodal transportation options, like bike trails or trolleys between cities.
964	Southeast	High Speed rail- this needs to be a top transportation for WI in the next decade. Make it happen!!!!
965	Southeast	I would like to see WisDOT look back on how past transportation decisions have impacted low-income and minority populations and make conscious investments in these areas to support their community needs. How can we not only do better in the future, but reconcile how some projects and funding choices helped some while hurting our most vulnerable residents?
966	Southeast	Expanding public transit options overall (more bus lines, commuter rail, etc.) would help support a healthier environment by reducing the need for people to use personal vehicles. Expanding public transit will also be helpful to let more people travel to place that might have been inaccessible to them before, therefore supporting economic activities in those communities.
967	Southeast	1. Stronger language and enforcement provisions for water and storm water management and erosion and sediment control on highway projects.  2. Avoiding clear cutting of rights of way except where necessary to accommodate transportation facilities. Consider planting of smaller trees and shrubs when clear cutting is necessary.
968	Southeast	Improved public transportation options so we are less reliant on cars.

ID	Region	Comment
969	Southeast	Prevent pollution from transportation system maintenance and construction on Wisconsin's water and grounds.
970	Southeast	banning cars, reducing vehicle miles traveled, reducing lane miles, promoting transit, walking, biking
971	Southeast	- Willingness to try temporary changes to see if new ideas work (i.e. tactical urbanism); for things like curb extensions, new bike lanes, etc.
972	Southeast	We literally have the worst roads in the nation, which translates into higher fees for car owners as they must replace tires, shocks, and suspensions more frequently. Prioritize infrastructure maintenance over economic growth.
973	Southeast	Lax road, trail, and sidewalk maintenance passes the buck to everyday citizens, who pay the price in auto maintenance, bicycle maintenance, and even personal injury. Maintenance needs to be a priority.
974	Southeast	Wisconsin's transportation spending should reflect where the funding comes from. Bicycle and pedestrian accommodations can be valuable. New funding sources should be created to help fund them (bike users fees or taxes similar to state trail passes)
975	Southeast	Complete streets are important
976	Southeast	Prioritize project across the state using design criteria rather than appropriating funds to each region then prioritizing projects.
977	Southeast	Ensure that preservation and maintenance activities benefit all modes. Small projects may need to invest in modes other than automobiles due to historic lack of investment.
978	Southeast	Maintenance budgets are woefully low, while rehabilitation and new construction have large budgets (by comparison). Timely maintenance can preserve the infrastructure, which in turn would delay the need for capital improvement projects.
979	Southeast	Less \$\$ for highways and more for bike trails
980	Southeast	I think we need to increase the priority for bikes/walking as more people can afford to travel by bike and foot than can by car. A connected trail system would reduce car usage and keep the roads clear for transporting goods.
981	Southeast	An increasing of bus-only right of way on streets and exploration of using former railroad right of ways as corridors for bus rapid transit.
982	Southeast	Fix potholes and don't let the bridges collapse
983	Southeast	maintain bike trails better
984	Southeast	Protected bike infrastructure. When communities invest in biking, ridership rises. When ridership rises drivers adjust their driving habits by planning for bikers & walkers. Making biking between communities a safe option will make for a healthier WI.
985	Southeast	Milwaukee needs attention - the road surfaces are terrible especially in poorer areas of the city. So many potholes make it dangerous to cycle and to drive.
986	Southeast	Focus on maintenance and preservation of the existing system rather than expansion of new highways and roadways. As our existing roadways are redeveloped, reallocate space so that they can be used to provide safer, more attractive walking, bicycling, and public transit options.
987	Southeast	Maintenance can extend the lifespan of infrastructure; that should be fully supported, with new and expanded roads being a distant priority.
988	Southeast	For the last 10 years that "preservation" approach went way overboard! All \$ from transportation fund went into resurfacing projects including of transportation facilities which needed some more work including capacity expansion and safety improvements? ! We cannot afford to be penny "smart" and as the result \$ dumb!
989	Southeast	Reduce the number of roads you have to maintain to decrease the cost of maintenance. We are already significantly overbuilt. Find underutilized roads and decommission them so we as a state do not need to perform maintenance on them going forward. Remember the law of induced demand.
990	Southeast	Stop using design standards based on unlimited parking in suburban areas.
991	Southeast	Increased inspection using contemporary technology.
992	Southeast	Bigger wider roads in communities make it more dangerous for pedestrians. sidewalks and paths to make communities more walkable and bike friendly. Bike lanes on busy roads are not respected and are dangerous



ID	Region	Comment
993	Southeast	Replacing outdated public transit vehicles with eco friendly options
994	Southeast	Promoting TDM programs that reduce the number of vehicles on the road in order to extend the life of existing infrastructure and reduce the need to expand for capacity issues.
995	Southeast	Enforcement, strict adherence to current specifications/contracts. We are focused on perception versus compliance and execution. We need to make the customer (tax payer) a priority by focusing on engineering, not politics.
996	Southeast	1. Ensure maintenance projects aren't just bandaids (throwing money away for short-term benefit) - invest the additional money to replace roadways at the appropriate time.  2. Invest more in county and local roads where vehicles are taking the most beating due to potholes and faulting and cracks. Include wider roads to accommodate bicycles and separate paths or sidewalks for pedestrians and improve roadside safety.
997	Southeast	Wisconsin has more highways than it can afford to maintain. Prioritize highways and make some tough decisions to de-fund maintenance of some roads or convert them to local paths or private roads
998	Southeast	reducing lane mile to reduce maintenance cost; absolutely no highway expansions
999	Southeast	- Train service from MKE through the Fox Cities and to Green Bay - Train service between MKE and Madison - Commuter rail service in the Milwaukee metro area (specifically Kenosha-Racine-Milwaukee and Milwaukee-Brookfield-Waukesha) - Research into new funding mechanisms for public transit improvements
1000	Southeast	A high speed rail to connect Madison, Milwaukee, and Kenosha (or points further south).
1001	Southeast	Pedestrian and bicycle-friendly municipalities are healthier in general. Train and bus options are more appealing than individual transportation in many situations, and I would love to see them promoted as such; of course, the transportation needs to be convenient and reliable for people to take advantage of those options.
1002	Southeast	High-speed rail between population centers
1003	Southeast	Expanded rail service, both in Milwaukee with more extensions of the Hop light rail system, and more frequent Amtrak high speed rail service between Milwaukee and Chicago and between Milwaukee and Madison.
1004	Southeast	Dedicated bikeways (NOT sidepaths or bike lanes) providing principal connections between Wisconsin urban centers.
1005	Southeast	Significantly more funding is needed for high frequency transit in Milwaukee County. Milwaukee is the driving force for the state's economy--you MUST fund transportation and transit options to improve the economic vitality of its residents and businesses. Transportation moves EVERYTHING and EVERYONE...why does Madison consistently shortchange Milwaukee County? Transit investment brings back \$4 in return for every \$1 put into it. Let's go, Madison!!!
1006	Southeast	Mass transit options are not convenient or cost effective for most of the state due to the population density. Regional mass transit service between urban areas will only work if there is an advantage over taking a private vehicle for most of the state. (ie a real high speed train 200 mph+)
1007	Southeast	Increased funding for mobility managers and implementation of regional transit authorities.
1008	Southeast	HIGH SPEED RAIL CONNECTING KENOSHA-MILWAUKEE-MADISON

ID	Region	Comment
1009	Southeast	<p>Where our state is dense enough, we should be subtly pushing people to use mass transit options over cars. This will reduce pollution and pedestrian deaths and improve our quality of life, while also helping reduce the need for a car when visiting those dense areas. With this in mind:</p> <ul style="list-style-type: none"> <li>- Reduce reliance on I-94 by adding commuter rail service into Milwaukee. This could include lines from Madison via Waukesha and Oconomowoc, northern areas like West Bend, and southern areas like Racine and Kenosha. This would avoid induced demand from expanding the expressway, and could perhaps -- maybe? -- allow the state to take down the east-west portion of I-794 to devote the land to increasing the density of Milwaukee's downtown.</li> <li>- Expand the Milwaukee streetcar for additional local transit options and to reduce the number of cars on the road.</li> <li>- Increase bus service speed in Madison and Milwaukee through rapid transit lanes.</li> <li>- More *protected* bike lanes to help increase equity in bike transportation.</li> </ul>
1010	Southeast	Making sure transportation systems are connected across cities and counties for quick, affordable, transportation to distant job opportunities.
1011	Southeast	Extend Metra into Milwaukee and Green Bay. Increase disability access for in parks and beaches, including parking areas.
1012	Southeast	What can be done to promote and encourage bus use in the Milwaukee area.
1013	Southeast	It appears to be a very inconvenient way to travel. Perhaps if it were free or very inexpensive use would increase.
1014	Southeast	Increase the amount of bikes allowed on Amtrak trains
1015	Southeast	I would travel to Madison more if I didn't have to worry about parking. A centrally located railway station would eliminate that worry. What percentage of people on 94 are traveling between Milwaukee/Madison/Twin Cities. We can take some of those cars off the road with a train option that also benefits the disabled and those without cars.
1016	Southeast	State wide rail alternative .Population centric to major urban or employment areas
1017	Southeast	Almost seamless travel with no bottlenecks. Reliable rail and transit 24 hours per day, year 'round.
1018	Southeast	Urban area autonomy to allow more transit and alternative modes of transportation.
1019	Southeast	Intercity and commuter rail in urban areas
1020	Southeast	<p>Within Milwaukee County, there is a very good framework for bicycle travel, but it needs updating, improved bike path connectivity, and further separation of car and bicycle pathways. In addition, investment in this type of infrastructure would encourage further use of alternate transportation.</p> <p>I would also love to see a dramatic increase in rail travel; I drive from Wauwatosa to Waukesha and both my home and work are in the city center, would be great for rail travel and would save me lots of miles while helping the environment. We would also love rail options to Door County or the North for vacation.</p>
1021	Southeast	Connectivity between regional & local transit needs to be strong in order for WI to prosper.
1022	Southeast	I moved to WI from Minneapolis, where I could get on a bus, get to the lightrail, and be at the airport in a maximum of 15 minutes. Where I live now, it takes over an hour to get the the airport via bus. High speed transit that effectively links modes of transport is crucial for everything: citizens without cars, regional connections, job opportunities for inner-city residents, visitors/tourists, and just every day life.
1023	Southeast	Continuing rails to trail, reclaiming abandoned routes, especially to create corridors that take pedestrians and bicycles off of primary and secondary motor vehicle routes
1024	Southeast	Better signage for bike crossings to make it safe and awareness for autos.
1025	Southeast	More paved trails.
	Southeast	Pedestrian and bicycle access most important
	Southeast	Bike lanes with connectivity between municipalities in metro areas.

ID	Region	Comment
1026	Southeast	(1) Physical safety while using public transit; crime and cleanliness need to be addressed. (2) Increased rail service should not be confined to Amtrak, but rather should include light rail and intra-city trams. (3) Schedule reliability should be a priority.
1027	Southeast	Inter-city rail between Madison and Milwaukee, Madison to Minneapolis. Rail to Milwaukee suburbs. Autonomous and connected transit. Better, more frequent, expedited transit from Milwaukee Downtown to Mitchell International Airport.
1028	Southeast	Mass transportation is an important option for many people, but unfortunately here in Wisconsin, they're treated like the stepchild - not even that - the ex-spouse's stepchild?
1029	Southeast	Increase and improve the network of trails around the State.
1030	Southeast	The most powerful way to support transportation connections is to build alternative means of transportation that are not cars. You don't need to tell everyone about buses or trains if they use buses or trains all the time.
1031	Southeast	The state (especially SE WI) needs more regional public transit like a commuter rail service for daily passengers. For example, a rail service that goes from Milwaukee to Waukesha or Milwaukee to Racine and Kenosha.
1032	Southeast	Integrating public transit agencies into a regional transit authority
1033	Southeast	Improve all public transit. Bus, bike lanes, bike paths, complete streets, convert all connecting highways through communities to be slower/safer speeds with pedestrian amenities. Invest in BRT, Flyers, streetcar in Milwaukee, commuter rail in Milwaukee and Madison, etc.
1034	Southeast	We have removed most of the city to city, town to town rail service. What a travesty. Although, it appears now that most people do not want to travel by rail anyway. And railways are failing anyway financially.
1035	Southeast	Let's get BRT up and running in Milwaukee. Connect people to jobs.  Pre-pandemic, the trains between MKE and CHI were so crowded, there were often people standing or sharing seats on the 505pm train out of Chicago. It would be great if a 6 and/or 7PM train service could be added. As a frequent commuter to Chicago, our meetings often ran 9 or 10 am to 3 or 4 pm. It would be great to get a few more evening trains from Chicago to Milwaukee. I've also taken the train to Chicago for touristy day trips and a 6 or 7pm train would be great for families and others visiting for the day.
1036	Southeast	providing connections for electric vehicles
1037	Southeast	Improved amtrack service-reliability, travel time, affordable. Towns west of Milwaukee, Elm Grove, Oconomowoc, Madison, Door Co, Green Bay and Eagle River, not just Minneapolis should have stops. Make the system functional for personal or business travel like the rail system in other countries. The hop in Milwaukee should link MU, UWM, the airport, Miller Park, Fiserv Arena, Panther Arena and communities surrounding downtown. Right now it's not functional. Bring people from the surrounding communities into downtown without their cars using the hop.
1038	Southeast	Ensuring our communities have multiple modes of transportation is very important - and modes that can get you from start to end point.
1039	Southeast	Bikeable and walkable cities, interconnected trails throughout the state Light rail between Milwaukee and Waukesha
1040	Southeast	Fund research and/or pilot a program for vehicle user fees to replace the gas tax. Stop increasing capacity of roadways as a response to community growth/use...instead focus on TDM initiatives like encouraging use at off-peak times.
1041	Southeast	Commuter/light rail for the Milwaukee metro area!
1042	Southeast	A system that allows people the freedom of choice and does not essentially confine people to driving a private vehicle to get around.

ID	Region	Comment
1043	Southeast	1. Implement light and commuter rail within and between major metropolitan areas to reduce automobile traffic and congestion. 2. Consider high speed rail for routes such as Milwaukee/Madison to Minneapolis, St. Louis, Kansas City, etc.
1044	Southeast	Intercity passenger rail between the 3 largest urban centers of WI (Milwaukee, Madison and Green Bay) is of the highest priority for me. Also, suburban connections to downtown areas such as light rail or commuter rail is a high priority. Increasing frequency on current amtrak routes through the state (to Chicago and the Twin Cities) should also be of high importance.
1045	Southeast	I like trains!
1046	Southeast	Inform travelers of their options and tell them how to access these options. Keep pushing the public information about it, there's not enough public awareness of transportation options. Adding buses or trains outside of the Milwaukee and Madison areas isn't worth the huge investment when there are other methods of moving through the state that are more economical
1047	Southeast	banning cars, reduce vehicle miles traveled, reduce lane miles
1048	Southeast	Suburbs of Milwaukee and Madison have terrible public transit which makes it hard to connect people with jobs. This contributes to poverty in the cities and is something that should be focused on.
1049	Southeast	Regional transit agencies structured around building out a comprehensive light & commuter rail system in Milwaukee. Increasing bus service to 15 minutes or better. Fully implementing "Complete Streets" type policies in every aspect of our transportation system.
1050	Southeast	- New funding for public transit - Move away from a gas tax so that all users (trucks, EVs, traditional cars) are taxed in an equitable way
1051	Southeast	A wheel tax or mileage tax puts the burden on Wisconsin residents to fund the roads and allows visitors, including daily commuters from IL, MI, or MN to avoid contributing their fair share for the wear and tear their vehicles cause to our roads. The WIGOP missed a valuable opportunity to build goodwill with constituents while adequately funding our transportation budget when they refused to approve the gas tax proposal.
1052	Southeast	Everyone hates tolls. I would rather take the ferry to Michigan than take the toll roads in Illinois. Toll roads hurt tourism and make everyone hate your state. Please do not do toll roads.
1053	Southeast	Lower the costs and duration of construction projects significantly by closing the roads for construction rather than working long durations under short closures at extremely low efficiency.
1054	Southeast	Use license and registration fees, as well as sales and use taxes charged for travel related purchase, similar to how DNR funds conservation programs from hunters fishers, campers, etc.
1055	Southeast	Raise the gas tax, and index it to inflation.
1056	Southeast	Raise the gas tax. Alternate taxes for electric vehicles.
1057	Southeast	I think if tolling is going to be looked at as an option WI residents should get lower costs or free. As many people from Illinois, Iowa, MN that could easily be enough to help maintain the roads without an extra burden on the already high taxes and fees that Wisconsin Residents already have to pay without any regards to extra pay to help cover the seemingly endlessly increasing fees across the state.
1058	Southeast	I like the idea of private sponsors (local businesses) as a source of funding for projects.
1059	Southeast	Need to take budget from other areas such as the police department which has the largest margin for Milwaukee budget
1060	Southeast	"Funding sources for transportation--other than the gas tax--are explored and implemented where feasible" is a high priority because of the expected decline in gas usage over time.
1061	Southeast	Prevent administrators from misappropriating funds from legislative programs such as SE Megaprojects to fund SE Rehab work.
1062	Southeast	If there were a way to base fees on mileage and weight that would be interesting
1063	Southeast	I would love a toll on congested roads. This would push people to spread out and keep traffic moving. The toll isn't needed everywhere but in congested areas like Milwaukee and Madison I think it would do wonders to reduce traffic congestion and pass the road costs along to road users.

ID	Region	Comment
1064	Southeast	Please explore autonomy for urban areas like counties to address local transportation issues and funding without having to deal with political and funding challenges from rural areas that have no understanding of local issues.
1065	Southeast	Raise the gas tax to increase revenue. Do not waste time and resources exploring tolling or mileage fees, both are unnecessary if you simply raise the gas tax.
1066	Southeast	Start using tolls here in Wi
1067	Southeast	use all TAP money for bike ped projects
1068	Southeast	<p>Taxing businesses (as a whole) who get the most benefit out of the infrastructure &amp; cause the most damage/ wear.</p> <p>Taxing people who don't live in the community they are traveling to is important. (Out of state travelers.)</p> <p>Any taxes that are levied should avoid taxing low income, and people of color.</p>
1069	Southeast	It's important to make sure that alternative transportation is safe and accessible for all users. We have plenty of bike trails and routes, but they are often disconnected. We should make it easier for users to access the network of routes and trails, and connect them with hotspots in the city.
1070	Southeast	Need to change the system that only funds Mega-Major programs on a two year cycle. Multi-year programs need separate funding allocations so that they can be delivered effectively.
1071	Southeast	Stop looking for gimmicks. Transportation is a government role. We shouldn't be tolling which can be hard on low-income households, and we shouldn't be using mileage-based user fee which discourages fuel-efficient vehicles. How about weight-based fees - the bigger the vehicle, the higher the fee? After all, they're the ones causing more wear and tear on the roads. A Hummer should have a higher fee than a Festiva.
1072	Southeast	Time to choose the system of sustainable and common sense sources (plural!!!!) of adequate funding of our transportation!!!!
1073	Southeast	Ensure that low-income drivers are not disproportionately impacted by revenue increases. Mileage taxes tax them unfairly. Build fewer mega-highways.
1074	Southeast	<p>RAISE THE GAS TAX!</p> <p>Increase taxes based on vehicle weight. Weight and speed are what contributes to road wear and tear. Heavy trucks and SUVs should be paying much much more.</p>
1075	Southeast	We need a society that is not beholden to the fossil fuel. Industry, plain and simple, and that means fewer cars. Focus should shift to walking, biking, and clean, reliable, renewable public transit.
1076	Southeast	Concerned that proliferation of electric vehicles will further erode the gas tax (on top of more fuel efficient cars)
1077	Southeast	Explore various toll options, including high occupancy tolls that vary the cost of tolls based on real-time traffic conditions.
1078	Southeast	Forcing car users to pay for the full cost of their infrastructure through much higher taxes
1079	Southeast	Absolutely against tolls. Incredibly frustrating experience as a driver. Would absolutely prefer to be taxed other ways, including a gas tax instead of dealing with tolls.
1080	Southeast	Decrease registration costs for energy efficient vehicles
1081	Southeast	Reward people for driving energy efficient vehicles
1082	Southeast	Subsidizing and funding rail and bicycling infrastructure more.
1083	Southeast	Increasing the gas tax; this taxes users, including those from out of state so that the burden is not only on Wisconsin residents
1084	Southeast	Develop a impact fee to mitigate traffic impacts to roadways as a result of new development.
1085	Southeast	Don't explore tolling; you've already done that -- twice! Just make it happen capt'n!!
		I think a vehicle mile tax would provide a good option as gas tax revenues decline. The tax could be set-up to account for size of vehicle. It would also reduce or remove the conflict of additional registration fees for EVs. Implementation for equitable payments and privacy may provide larger challenges.

ID	Region	Comment
1086	Southeast	<p>Tolling on the freeways in the southeast area (I-94 and I-43) around Milwaukee would be a great idea to help fund and maintain those larger projects in the area.</p> <p>Additionally, state funding towards the Milwaukee streetcar expansion would be great.</p> <p>I like the idea of a high speed rail plan from Chicago to Milwaukee to Minneapolis. Federal funds to build this should be explored.</p>
1087	Southeast	<p>1. Mileage-based user fees coupled with a gas tax might be the fairest funding sources, as long as the mileage method includes higher fees for heavier vehicles. Consider a tax break for low income vehicle owners to avoid adverse impacts.</p> <p>2. Tolling is a fair way to assess fees to maintain the roadways on which they are collected. It should be integrated with the systems used in other states. I-39, I-43, I-90, and I-94/894 are obvious candidates for tolling.</p>
1088	Southeast	Wisconsin has more highways than it can financially support/maintain. How can these be reduced? Keeping the most critical roads in good condition and safe and open for drivers is important. Private partnerships should be explored, paying for road improvements is not sustainable with today's funding sources
1089	Southeast	raise the gas tax
1090	Southeast	Increase gas tax. It's a direct user fee. Increase, at a lower rate, registration fees for ev.
1091	Southeast	The challenge is difficult. How to incorporate new technologies in motor vehicles while not alienating the older, less technological motor vehicles. While considering changes, take into account who is paying for the roads with registrations and gas tax. Those vehicles should have priority over spending versus vehicles that use the roads and are not paying into design, construction and maintenance.
1092	Southeast	UPDATE THE OLD 2 LANE HIGH USE ROADS TO MAKE THEM SAFER.
1093	Southeast	The long-term life cycle costs and performance of pavements.
1094	Southeast	Take ALL modes of transportation into account when determining the future of transportation and technology in Wisconsin
1095	Southeast	I would not mind an increase in gas tax, as much as 15% of current gas tax rates. I am not interested in the state, county, and city gov partnering up with for-profit companies that would oversee, operate, or own any part of our highways, by-lanes, streets, roads. I would also consider tax based on miles per year on gas engines.
1096	Southeast	It is unfair that the local senior taxi charges people with disabilities who are on Medicaid more for a ride (\$20+) than it does people who are not on Medicaid (\$6-10). Our daughter uses IRIS and has a finite monthly budget. If she used the Brookfield Taxi for her transportation it would surpass the amount she has in her budget and would leave her nothing left for the other supports she needs. Since we live in a wealthy area, I think it is RIDICULOUS that an older person, living in a \$500K+ home with plenty of financial resources can get a ride for less than \$10 while disabled (and poor) folks on Medicaid have to choose between the supports they need to live and having transportation to work and to access their community. I understand that this is just a funding issue for public entities but the reality is that it makes transportation out of reach for many people on Medicaid and I truly believe it is discriminatory against people with disabilities...especially those on IRIS. Please fix this! People with disabilities want and need to work and to be active and contributing participants in their communities and this funding structure is so cruel as it dangles a great solution for transportation in front of them but makes it too expensive to use. In many cases Uber and Lyft are much cheaper by DON'T accept Medicaid payments. :(
1097	Southeast	I don't know how to identify the right mix, but "be more European" says it in a few words. It's so easy to travel, use public transit, and switch between public transit options.
1098	Southeast	Focusing on local infrastructure is vital to quality of life which then trickles down to impact where people want to live, where they shop, and the vitality of the community.
1099	Southeast	Less reliance on fossil fuels, centralized cities and towns that are walkable, improved bike access



ID	Region	Comment
1100	Southeast	Make cities more centralized to reduce reliance on vehicles
1101	Southeast	Less regressive tax policies like wheel/gas tax. Explore ways (like tolls) to have visitors from other states contribute to transportation.
1102	Southeast	Sidewalk & bike paths as well as greater efforts to make ALL infrastructure upgrades more environmentally responsible need to be an element of any further funding and planning.
1103	Southeast	I hope and pray that Wisconsin remains a healthy and viable place in 2050, but that's literally an impossibility if current trends continue.
1104	Southeast	Light rail should be explored as well.
1105	Southeast	Yes, in the year 2050 we will have many more electric vehicles on the road. There's a need to increase the number of charging stations to accommodate these vehicles.
1106	Southeast	Wisconsin must develop an efficient and accessible rapid transit system.
1107	Southeast	<p>Transportation funding is tied to gas tax. Society is actively trying to reduce fuel usage/carbon footprint. Emphasis needs to be placed on alternative funding sources.</p> <p>I believe federal funding will soon be tied to our (WisDOT's) ability to answer the question "what is your Department doing to reduce it's carbon footprint?"</p> <p>It is likely that significant federal funding will be required to combat climate change. Why would they provide funding to DOTs that do not show they are actively trying to minimize their carbon footprint. Marketing for the transportation industry should include focus on how it is doing it's part to minimize it's carbon footprint.</p>
1108	Southeast	Vehicles pay gas taxes and registration fees to use the roadways and I don't think that the money should be used by DNR or other departments. The monies that DOT receives from motorists should be used for motoring ways, not trails, let those users pay to fund their trails or whatever else takes money from these funds.
1109	Southeast	<p>Set a carbon goal for roadway projects in the state. Adopt and promote methods for meeting these carbon goals. Emphasize this to the public so the industry isn't viewed as a contributor to carbon emissions but an industry that is actively trying to combat climate change.</p> <p>Set a carbon baseline for roadway construction projects based on size and location. Incentivize construction contracts that allow contractors who beat the carbon baseline to receive incentive payment. Contractors that don't meet the carbon baseline would be penalized. This may promote industry to consider carbon footprint associated with construction materials, fuel usage, etc. Again, market this concept to legislators to attract transportation funding.</p>
1110	Southeast	We need to shift transportation away from driving and towards other transportation modes, such as public transit, walking, and biking.
1111	Southeast	Put less funding towards freeway and highway expansion. Give people more choices in transportation by funding public transit, walking, and biking projects.
1112	Southeast	Appreciate you including motorcycle upfront in the banner this go around!
1113	Southeast	Thinking though spending and how all user mainly (AUTOMOTIVE) before add or putting more demands into the system. You can't put stuff in like Round-Abouts without first educating folks how to use them. Than you can't underbuild call it Road-Diet by underbuilding think it will be safe.
1114	Southeast	More police patrols.

ID	Region	Comment
1115	Southeast	I wish that the Department of Transportation would consider working to streamline and integrate paratransit services into their programming goals for the coming year so that they are more efficient and meet the needs of people with disabilities. At the present time a person with a disability needs to schedule all paratransit rides separately and have to go to and from a medical appointment and back home from a medical appointment. Then the person with a disability has to call another transit cab from home to schedule a ride to the grocery store and back home even though that person passed the grocery store on the way home from the medical appointment. The driver from the medical appointment was not allowed stop and help the person get groceries because this ride was under another funding source. Money would be saved if the system could be streamlined and people could schedule transportation more efficiently and not have to constantly have to go back to a starting place and call for different types of transportation.
1116	Southeast	Thank you for listening to my comments.
1117	Southeast	Native Tribal government involvement
1118	Southeast	Using better paint on the roads. The current paint used for the white lines are barely noticeable at night or bad weather.
1119	Southeast	Stop building freeway expansions.
1120	Southeast	Invest money into bike and ped projects. You give \$0 state dollars and dont even use all fed dollars available. Your HSIP numbers are never met either.
1121	Southeast	Road infrastructure is very important. I detest riding through a city with bad roads & highways. The COVID-19 pandemic has many travelers uneasy with Air Travel, so I gather more and more travelers will be driving by car to their destinations. Wisconsin has some beautiful sights, and it sure would be nice for Wisconsin to make sound long-lasting roads a priority.
1122	Southeast	Electric and so-called zero carbon foot print ideas need to take in to consideration the amount of ecological cost these plans actually create. Like the mining involved for lithium, the oil used in creation of wind turbines, and the fact that the fins of the turbines arent recyclable. Also the cost of battery packs and charging stations for ev's, the amount of land this will take up and the infrastructure needed to create parking lots for recharging, not mention where to put people or things to do while your vehicle recharges.
1123	Southeast	in 2050 I most likely have taken my last ride on a Wi. road.
1124	Southeast	try to reach and repair problems with the publics grearest concerns
1125	Southeast	Do not privatize anything here. Keep yourselves accountable to the citizens of Wisconsin and them to you.
1126	Southeast	It should be reliant on non-fossil fuels
1127	Southeast	Lots of connected, long, well maintained, paved bike paths such as the Inter-Urban trail in south east wisconsin. Crushed limestone pavement is good too. I just rode my bicycle 25 miles on the oak leaf trail in Milwaukee today. I used the bike path together with bike lanes on the streets. It was a great workout and lots of fun. awesome trail and great fall-color scenery.
1128	Southeast	Transportation to jobs in out-lying suburbs around Milwaukee needs to be improved. Bus lines to jobs need to be resumed. Sounds like a jobs line in the bus system was recently ended. Programs to help low income people get driver's education and licences needs to be added / expanded
1129	Southeast	Safety patrols of the speed limits.
1130	Southeast	Make bicycling safer!
1131	Southeast	mass transit options
1132	Southeast	More bicycle lanes!
1133	Southeast	Bicycle lanes
1133	Southeast	Bicycle Lanes

ID	Region	Comment
1134	Southeast	<p>We need to as DOT better invite NGOs and other contact points in the community for being a user group of the states transportation system. We need to make it more functional to have that base from the faith community, service community, educational community, and business community to all work together in a collective impact format on a statewide level that is function with more local efforts.</p> <p>We have taken a really dysfunctional look at regional transit authorities. I live in Waukesha County, and I am embarrassed how much our county does not do to better coordinate with and build equity between Waukesha and Milwaukee. The circumstances are rooted in racism and other disparaging realities. I can tell you that I come from a family that valued not having the colored community of Milwaukee County come into our living areas of Waukesha County. I am with many groups that share the same life experiences. If we don't hit the issue head on, we have no prayer of properly correcting the wrongs of the past.</p> <p>I also am a disability advocate, and I witness people with disabilities moving from Waukesha County to Milwaukee County for the more feasible resources in transportation and the bus system that is far superior for Milwaukee County. It should not be the case that folks need to move to have a transportation system that supports who they are. Non-drivers need more options in suburban and rural areas. We need to look at timebanking and such to have a citizen response system whereby populations can connect for additional carpooling options and such for all aspects of life: faith, volunteering, education, government business, as well as work which is typically supported under government support systems.</p>
1135	Southeast	<p>It is vital that we give high importance to equity among population and geographic areas. I think we make a false premise to put so much investment into Milwaukee due to the high population. Madison, Green Bay, Wausau would be similar. We need to ask ourselves how are we steering favorability to the rural areas so that we can benefit from more equally distribute transportation resources around the state. If we keep funneling our attention to Milwaukee County, we suffer from opportunities across the other 71 counties. Now I know Wisconsin does not do much towards Milwaukee County in terms of making state programs more equitable for that County. We need to better partner with Milwaukee County to better create equity between that County and the other 71 counties. There is undo strain in Milwaukee County for which they don't get enough response to correct the future in this disparity.</p> <p>I also am advocate for people with disabilities and other non-drivers. I see a bias on roads and vehicle/car/automobile transportation. We need to give emphasis to our largest minority group: people with disabilities.</p> <p>I applaud the state for having a council for focus on non-drivers. It is a real shortfall in our state planning.</p>
1136	Southeast	I recommend Transportation hubs be established. Like Park and Ride Lots with additional parking (maybe even elevated structures) where people can drive to, and pick up local transit, BRT, shuttles, etc. One hub could be a P&R lot in Wauwatosa area, one at State Fair Park, Goerke's Corners, County KR, etc. From these lots would be connectivity to the downtowns, MRMC, Airport, Amtrak stations. Schedules would be meshed with little to no waiting time.
1137	Southeast	I recommend that SEWRPC 's 2050 plan be followed to the letter. It is a great plan developed by many focus groups representing diversity of all sorts.
1138	Southeast	High speed rail connecting the state all parts of the state.
1139	Southeast	Review and update construction and maintenance bid process.
1140	Southeast	get ridd of the down town trolley to nowhere ! waste of money & space
1141	Southeast	flying cars would be nice , like we seen in the Jettison's :)
1142	Southeast	More public.

ID	Region	Comment
1143	Southeast	More rail access between cities would give people much better access to different areas and help alleviate traffic issues.
1144	Southeast	All drivers obtaining their first driver's license or getting back a revoked/suspended license should be required to pass a comprehensive driving class. Just taking a written test with a fairly easy road test is not enough.
1145	Southeast	Improved access is great, but it needs to be affordable.
1146	Southeast	A mileage based user fee would be a disaster for a lot of people. We already pay a gas tax, license plate fee, and in Milwaukee County a wheel tax.  Tolls would be a better option, but not along the entire system. Tolls at state lines and maybe when changing from one highway to another. But, we have to avoid getting over tolled the way Illinois is.
1147	Southeast	Fix the roads
1148	Southeast	Pedestrian & bicycle street priority
1149	Southeast	Protection of our environmental resources is vital.
1150	Southeast	Cost effective and timely repairs of existing infrastructure.
1151	Southeast	The state must be in charge of directing and controlling the funding of transportation systems.
1152	Southeast	Extend Kenosha, Racine, Milwaukee train service and coordinate it with service to Chicago and Northern Illinois suburbs. Connect the above recommended service with convenient access to Mitchell Airport. Promote Mitchell airport access in Northern Illinois as an alternative to O'Hare. Also, explore ways that existing, under-utilized train tracks in Milwaukee's Greater Metro area could be utilized for passenger movement into/out of Milwaukee. Additionally, expand the HOP service into more areas of Milwaukee and coordinate with bus service. In Madison, establish street car service Between Sun Prairie, Madison and its suburbs. Establish Amtrak in Madison (Sun Prairie) and up the service between Milwaukee and Minneapolis via Sun Prairie. Using buses that compete with street/road traffic adds to congestion. Mass transit, on its own right-of-way, is better.
1153	Southeast	More efficient transportation systems across the state. High speed rail would be great way to link up the midwest.
1154	Southeast	Increased and efficient rail network. High speed trains between large cities, local trains for others.
1155	Southeast	Alter at grade rail crossings with freeways, overpasses needed.
1156	Southeast	Local rapid transit rail in the major cities & intercity high speed rail needed.
1157	Southeast	Government is not a business, it should not make money off the constituency. It is a service the govt provides. The State should fund an affordable & reliable transit network.
1158	Southeast	Overspending on repairs and construction.
1159	Southeast	Abolish registration fees! Now!
1160	Southeast	Focus transportation funding from user fees strictly to those purposes. Use GPR from general sales tax and income tax for pedestrian, bicycle, other stuff. Those that pay the gas tax and sales tax on automobiles should be able to enjoy the improvements.
1161	Southeast	Individual units (cars, trucks) will continue to provide over 90% of transportation needs. Focus spending there. As gasoline and diesel have less of the market for automotive fuels other ideas to fund will be required but they cannot in any way be location based. I don't trust government with location info and expect that once they have it they will use it for nefarious purposes.  Innovations in contracting, performance guarantees with bonds or insurance policies to fund any early rebuilding or excessive maintenance, but allow the contractors to use any methods and materials they care to.

ID	Region	Comment
1162	Southeast	Please add to this process collective impact. I am amazed that the Department can't line up public participation of private individuals to make the Open House and listening sessions fully involved for an hour. When the participation wanes at 40 or 45 minutes, we are not well-connected. We need to better captivate the faith community, NGOs, lifelong learning educators, other government agencies, and the business community. We have groups like Wisconsin Transit Riders Alliance, Coalition for More Responsible Transportation, Survival Coalition, Council on Physical Disabilities, Governor's Committee for People with Disabilities, WISDOM, and many more groups all taking a poke and advocating for what we need in the year 2050. We are not purposefully inviting and asking for all stakeholders to be involved in these Open Houses and listening session and for the feedback of all they reach. We have way too much bias towards pouring down asphalt and dumping our money into Interstate Highways. We are squashing the idea of Regional Transit Authorities when we have serious issue in racially segregating transportation systems and highways. I live in Waukesha County, and I am embarrassed with how much the WOW Counties do not contribute and facilitate ways to integrate transportation systems with Milwaukee. Milwaukee basically retains demographics that the rich outlying areas of the suburbs down want. We need to forthright and obviously deal with this. It needs to show itself in the Connect 2050 plan. I have taken involvement with Connect 2050 Open House and listening sessions. I got involved in transportation 7 years ago when I realized that in Wisconsin transportation is a barrier. I started the inclusion to water skiing campaign: EveryBODY Skis! I reach out to faith groups, NGOs, educational - lifelong learning services, government, and business. My issue was to figure out why so few people with disabilities would join events I set up all around the state of Wisconsin. This opened up the can of worms. As much as people would love to come to these events, Wisconsin does not put its resources to get them to these locations. I notice that in faith life, community service, continuing education, government work, and jobs that this is the case as well. It was a weird sequence of events that brought me here, but I am here. Now we need to look at this ginormous dysfunctional family we call Wisconsin and change the narrative to rectify our challenges. I would like to talk with you deeply about Public and Specialized Transit to help your work better find its proper place in State business. I have been Vice-Chair of the Wisconsin Council on Physical Disabilities, and I have some good insights from the Transportation Committee. This is how I met Taqwanya. I look forward to your insights and an opportunity to have a Zoom session or other call.
1163	Southeast	There's only a moderate chance that I will be around to see 2050. I would like you to make sure that the city is well maintained and thriving and accessible to everyone for my grandchildren's sake.
1164	Southeast	Interconnectivity will likely increase in importance; environmental concerns, while I didn't give them the highest priority here, will naturally come as economics and technology continue to evolve towards better ways of efficiently moving people and good
1165	Southeast	Less cameras, less new gadgets, less new signage, less "improvements". Just maintain things.
1166	Southeast	I believe its worth looking more into Diamond Diverging Interchanges at freeway/interstate exits. They can be safer and also cost effective. I personally would like to see more in the future.
1167	Southeast	Expand the freeway between Milwaukee and Madison, the 2 cities with highest population.
1168	Southeast	Continuous evaluation and improvement implementation with data-driven alternatives presented to public to raise their understanding for them to provide direction of our mutually best future.
1169	Southeast	Get us high speed rail ASAP!
1170	Southeast	State funding for public/mass transit will be necessary for expanding transit options in cash strapped municipalities.  Develop a transportation system that isn't centered around the private automobile. Develop transit with the intention that it will be
1171	Southeast	Need to do what we can to reduce emissions and support multimodal transportation
1172	Southeast	Self driving cars and self driving car ride share programs will be a major competitor to city buses and trolleys. Any future transportation plans need to seriously address and plan for that.
1173	Southeast	Returning to the high speed Midwest rail network makes a great deal of sense to me. There's a significant volume of people traveling back and forth between cities.
1174	Southeast	If Wisconsin is going to compete with the best of the best around the country, we need to stop expanding roads and start shrinking them and getting people out of their cars and walking and biking.
1175	Southeast	Hopefully it's more progressive and innovative than what the last 10 years have been.

ID	Region	Comment
1176	Southeast	Rapid transit & bikes.
1177	Southeast	The year 2050 will require transportation for a much more diverse population, transit choices, and climate conditions. It would be wise to continue to move toward this expected diversity by reducing the amount of emphasis on automobile-only transportati
1178	Southeast	Convenient, FREE mass transit should be our first priority. Going places is a necessity, not a privilege. Free transit is an equalizer that will lead to racial, economic, gender equity and create a more robust economy. Stop criminalizing being poor.
1179	Southeast	We must transition to modes of transportation that encourage mass transportation, which means a coordination of bus, train, trolley, light rail. The methods of power need to be diverse, so no one source of energy is unduly stressed - electric, solar, gas
1180	Southeast	Stop relying on property tax to fund local road investment. Income tax and user fees tolls are the equitable solution
1181	Southeast	To help small towns and cities who want to draw people into town, or downtown, to experience their offerings and history, I would suggest many more of the highways that bypass towns have more emphasized "city" or "historic" routes that take more people t
1182	Southeast	Public private partnerships and design build options need to be seriously considered and implemented. The Wisconsin DOT is run like a failing disfunctional business and would benefit from more non -governmental type strategies to optimize their mission t
1183	Southeast	High speed rail / transportation!
1184	Southeast	Invest in mass transit (trains, streetcars).
1185	Southeast	Do not confirm Secretary of Transportation designee Graig Thompson. No lobbyists for the road builders should ever be considered.
1186	Southeast	High speed rail
1187	Southeast	I'm a Milwaukee resident and would like to provide some perspective on Milwaukee's Hop streetcar as it approaches its second anniversary. All transportation faces challenges during these times, but I hope you understand The Hop's unique role. As Wiscons
1188	Southeast	We need to implement tolling on 94 to Illinois border. This will provide revenue for capital projects sustainably and have out of state residents help pay for it. We have missed the boat on rail investment for freight and passenger rail for tourism.
1189	Southeast	Like it or not people prefer and use cars so maintaining and expanding roadways for cars should be a priority. A majority of freight moves via truck so providing for truck transit is also a requirement. 'Mass transit' in WI is typically not utilized by m
1190	Southeast	The use of police departments to enforce transportation safety.
1191	Southeast	Promoting safety between modes of transportation (car/bike/pedestrian/train) is crucial, but often the solutions and non-intuitive and cause more confusion and need to be carefully considered and implemented.
1192	Southeast	Provide funding to schools for drivers education for youth!
1193	Southeast	Reduce sign "pollution" - remove what you can and replace multiple individuals ones with something concise and more prone to be seen and read
1194	Southeast	Compared to other areas I've been our physical built environment caters almost entirely to cars with little serious consideration for other users. We use dangerous and outdated bike/ped (i.e. painted bike lanes with no protection immediately in the door
1195	Southeast	pull-outs for buses
1196	Southeast	* Urban Street Design Guide by National Association of City Transportation Officials It is possible to design city streets that are usable for a variety of users and uses.  * Streets for People a Primer for Americans by Bernard Rudofsky Documents pedestr
1197	Southeast	The biggest increase to safety will be a system that focuses less on cars and other over-the-road vehicles and more on rail transportation and other mass transit.



ID	Region	Comment
1198	Southeast	Multimodal options so personal vehicles aren't the only choice
1199	Southeast	Planning for bicycles. The best thing we can do for the environment is make it easier for people to get around without cars.
1200	Southeast	Better balance of spending - more toward public transportation and less toward freeways.
1201	Southeast	I am directly affected by climate change:  - Rising water levels on Lake Michigan and in the Milwaukee River threaten to flood or remove recreational walking and hiking or access to commercial businesses destinations; I can see this happening now. (https
1202	Southeast	Ending fossil fuel usage has to be the number one priority. Reliance on air transit is also pointless without advances in the field towards reducing the carbon footprint of airplanes - right now, any air transit is too much air transit from an environmen
1203	Southeast	Get vehicles to communicate with stop lights and and rail road crossings on when to trigger activation of idle stop on individual vehicles. le wait time is at least 10 seconds or more before shutdown is triggered for waiting vehicles.
1204	Southeast	We have a problem with highway spending in Wisconsin, i.e. we build far too many unnecessary highways while giving a pittance to transit and bike/pedestrian mode shares.
1205	Southeast	Reduce new highway construction. Focus on maintaining existing highways only. Put more funds into public transit. Develop a dedicated public transit fund that emphasizes emissions-free vehicles.
1206	Southeast	Mass transit infrastructure should be a higher priority than roads that support exclusively single-driver vehicles.
1207	Southeast	Stop making roads 10 lanes across and invest in rail service for commuters and major thoroughfares.
1208	Southeast	True visionary thinking, planning, data collection including accessing/logging public perceptions for further guidance and refinement of best visionary future. Time to get truly futuristic transportation on horizon like Musk's loop/tube and really make
1209	Southeast	High speed rail to reduce dependence on fossil-fuel transportation such as car and airplane.
1210	Southeast	State wide passenger rail should be a priority. Routes connecting a majority of the state's population in urban areas should be served by fast and frequent rail service. Routes from GB and the Fox Valley to MKE, KRM, MKE to Madison, and TCMC should have
1211	Southeast	Commuter rail service to offer alternate options for high vehicle traffic locations
1212	Southeast	Look to Portland, OR. Transportation planning needs to prioritize modalities other than cars. We can't eliminate cars, but we must do everything possible to build transportation around people and bicycles, not cars.
1213	Southeast	Increase transit options into suburban communities to better connect jobs to workforce.
1214	Southeast	I choose not to have a car and I would like an easy way to get to cities like West Bend from Milwaukee.
1215	Southeast	We need to develop a high speed rail system similar to the system in Minneapolis, MN and suburbs of that city.
1216	Southeast	Multi-modal, high frequency public transit with integrated schedules, apps, and fare systems (or go fare free on all transit!): i.e. good quality local buses (I was in Houston recently and was quite impressed with their restructured bus network), LRT and
1217	Southeast	We need more trains and the trains need to connect to buses, the street car, the airport, etc.
1218	Southeast	* Streetfight: Handbook for an Urban Revolution by Janette Sadik-Khan and Seth Solomonow By identifying how people could make better use of the entire space of the street in safer, more efficient, more equitable, and more productive ways, the author and
1219	Southeast	The focus should be on mass transit, not individual transit.
1220	Southeast	Need an RTA for southeast Wisconsin. Need passenger rail. Need passenger rail between Milwaukee and Madison and reduce support of I-94 for travel between Milwaukee and Madison. Need much much lower fares on train between Milwaukee and Chicago.
1221	Southeast	I think spreading passenger rail along the Milwaukee-Madison and/or Milwaukee-fox valley is important and makes it easier to connect the important regions

ID	Region	Comment
1222	Southeast	Securing reliable and affordable transportation that doesn't put financial barriers in front of users. Equitable access to all transportation options across all social economic statuses is essential. Hi awareness of avoiding systemic racism ageism disab
1223	Southeast	Transportation is a public right. Don't sell out the system to the highest bidder.
1224	Southeast	Re-establish ability to create RTA.
1225	Southeast	Stop subsidizing driving.
1226	Southeast	As soon as the private sector gets involved it becomes about greed and tolls, etc. become unaffordable except for the rich. Keep public transportation for the public!
1227	Southeast	The emphasis on the "mileage-based user fee" is a delay tactic to forever limit the amount of funds that can be used to pay for transportation, because such a fee, I doubt, will be forever promised and never, ever delivered. It is a political move. The
1228	Southeast	Don't sell our roadways and infrastructure. Funding should be made possible through the public - taxpayers and road users. Higher taxes should be levied against higher earners to pay for infrastructure. In the 1950s, a 70 percent marginal tax rate on top
1229	Southeast	We need a plan to remove urban highways and make our streets safe for all Wisconsinites, not just the occupants of automobiles. I want to see 100% of my gas tax & registration fee dollars dedicated to building multi-modal transportation systems that red
1230	Southeast	We need to take a new approach at our transportation system instead of just spending billions on expanding highways. We are not a high growth region, unfortunately. I would love if the state spent money on multi-modal transit options, ie: BRT, light rail
1231	Southeast	Moratorium on any sort of highway expansion and removal of our urban highways. We need to decrease Wisconsinites' ridiculous dependence on automobiles and make the streets safer for our citizens, including investment of our gas tax and licensing/regist
1232	Southeast	Safety should be prioritized.
1233	Southeast	I like to see where this is heading. I remember when Connections 2020 seemed like a long ways away. And... whoa... now it's here! That means 2050 isn't THAT far away.
1234	Southeast	The state of Wisconsin has an over-reliance on the use of automobiles in more urban areas. A future transportation plan must be able to tackle this issue, as perpetually reworking interchanges and highways to add lanes is not a long-term sustainable solu
1235	Southeast	Wisconsin has been adding a huge quantity of highway lane miles at great expense over my lifetime yet has done approximately nothing to invest in public transportation, and very little to improve bike & pedestrian conditions. This has left our cities wit
1236	Southeast	Increasing number of lanes and widening lanes in the city only promotes increased speed and decreased bike and pedestrian safety. Also, top dressing streets is a short-term fix and reduces curb/gutter for water runoff. These practices should be curtailed.
1237	Northwest	FIGURE OUT THE ROAD TAX FOR ELECTRIC VEHICLES TO BE FAIR TO OTHERS, GET THE AMISH BUGGIES OFF THE ROAD OR CHARGE A WHEEL TAX
1238	Northwest	If you focus more on improving and promoting public transit, you will be solving a lot of transportation problems for many people, while at the same time improving/ helping the environment.
1239	Northwest	We need to focus more attention and funding towards walking, biking, transit, passenger rail, etc. We invest way too much of a percent on vehicles, especially personal vehicles. We need to make changes and help reduce the State's impact on climate change and have the transportation system help improve quality of life and not be detrimental to it with noise and air pollution.
1240	Northwest	Emphasis on roundabouts and cleaner fuels. Hard emphasis on preserving and protecting the environment. Also roads on the reservation need support and updating.
1241	Northwest	I envision a system that considers at least 7 generations of impact on the health and integrity of ecosystems, including human ecosystems.
1242	Northwest	I do hope we'll have flying cars by then...2020 was a huge disappointment lol

ID	Region	Comment
1243	Northwest	People who live in big cities and don't drive should pay their fair share as well. They still benefit from the transportation of goods and services and likely utilize public transportation as well.
1244	Northwest	Gas taxes and vehicle registration only targets direct users. While everyone benefits from the infrastructure.
1245	Northwest	need additional focus on pedestrian and biking particularly in smaller rural nw wisconsin
1246	Northwest	Even more bike paths in urban and rural areas
1247	Northwest	Develop a professional business model, not piecemeal, and leaving citizens to mercy of contacted companies.
1248	Northwest	I hope for it to be entirely electric, so that we can have both convient travel options, and greatly reduce our states impact on global warming.
1249	Northwest	Since the grocery store moved out of town alot of our elderly and disabled citizens have no way to get there and are relying on high prices at the local gas stations.
1250	Northwest	Can we do something about service to the north? Right now, Greyhound goes to Eau Claire and Amtrak goes to Wausau. From there, access is limited to private vehicles. You basically have to rent a car. Half of our state is without public transportation.
1251	Northwest	Eliminate fricken traffic circles. What a waste of space, and there are more crashes in circles than at normal crossings.
1252	Northwest	Whether many of our small communities survive depends on being able to support a diverse range of commerce. It's simple. The cost of transportation will be a limiting factor.
1253	Northwest	I think the Roundabouts are a great improvement for the flow of traffic
1254	Northwest	How will one balance electric vehicles sharing the roads and taxing licenses or charging stations? Will i be enticed to convert?
1255	Northwest	These efforts will only be worth our time if we have a way to financially support them and maintain them in the long term.
1256	Northwest	Happy to see some chip-sealing being done on state highways in the north to extend the life of the roads, there are still some serious issues north of Highway 8.
1257	Northwest	Why isn't the quality of road building materials improving? Don't we need to develop an electric vehicle system first.
1258	Northwest	Using the most inovative technical advances need to be used.
1259	Northwest	Taxing and tracking by the mile will end profitable commerce.
1260	Northwest	High speed train is needed to connect Minneapolis, Madison, Milwaukee, and Chicago. It would reduce environmental impacts of single driver highway traffic, foster economic opportunities from ticket prices for the train, as well as foster economic opportunities for communities along the route
1261	Northwest	Move traffic outside of downtown areas
1262	Northwest	Electric vehicle use and other possible more efficient modes of transportation use other than just the current vehicle modes. How are resources or funding sources going to be generated if all electric or other type of fuel source is used instead of the current fossil fuels?
1263	Northwest	COVID proves that we can travel less. And travel infrastructure Needs will Change because of it. I live in a rural areal, 25 min from work need more options for bike trails and regular public transportation.
1264	Northwest	We need to plan an infrastructure around charging electric vehicles. We need to ensure that our transportation infrastructure projects, especially roads, rails, and trails, are built to withstand 5,000 year floods. Our ports need to do a better job of preventing the spread of invasive aquatic creatures. Our transportation infrastructure needs to be designed to make it harder to commit human trafficking.
1265	Northwest	Have a transportation system that helps people live car-free, because it saves money, the environment, and saves lives. Focus on walking, biking, transit, and passenger rail. I live in Eau Claire without a car, and so many people would benefit if more people could do that, or at least thrive with one car in a family as opposed to needing 2-3 or just to get by. We need to expand funding for the Transportation Alternative Program and transit operating assistance. We need to allow for eminent domain to build bike lanes, sidewalks, and trails. We need to build more roundabouts on state highways. Do not expand I-94 in Milwaukee, or anywhere! Do not expand I-94 between Eau Claire and Hudson. Fund our state trail system -- those routes are used for transportation, and not just recreation!

ID	Region	Comment
		Why not use drones or satellites to oversee high volume roadways in order to help with congestion of roadways in the future?
1265	Northwest	Autonomous cars of the future will help reduce accidents but when will older vehicles need to be "off" the road? How will you reimburse/credit the owners of those vehicles so as to push them to the next generation of vehicles?
1266	Northwest	CARS THAT RUN ON COOKING OIL.
1267	Northwest	Thank you for doing this survey. I look forward to hearing about the results. Please press forward to make the system more sustainable environmentally and financially.
1268	Northwest	In 2050, I would like to see a drastic reduction in reliance on fossil fuels used in transportation in Wisconsin. We should be working to better preserve our natural resources and integrate transportation with our environment and increase focus on environmental justice issues. We should explore alternative transportation funding opportunities--since reliance on renewable energies and any increases in mass transit would lead to a reduction in gas tax.
1269	Northwest	The viability of an electric monorail system that runs down the backbone of I-94 that would carry people in the day time and cargo at night.
1270	Northwest	Improve hi way 10 from marshfield to I94
1271	Northwest	Much of northern Wisconsin is underserved with no east-west highway route north of Hwy 29, yet we continually pump money into expansion in the southeast region. A long term solution is needed for the northern portion of the state.
1272	Northwest	By 2050 I think it would be incredibly important to have at least 50% of cars on the road be electric. Registering hybrid or electric vehicles should also be significantly cheaper than gas card. Or, increase the cost to register gas card as an incentive to explore other options.
1273	Northwest	Encouraging the build out of high quality electric infrastructure (fast charging) also should be a necessity.
1274	Northwest	It has to be supportive of growth in our rural areas.
1275	Northwest	Look to the future. Build before the need. Construction costs and user inconvenience both increase if constructing when the roadway is at capacity.
1276	Northwest	Thank you for surveying us citizens!
1277	Northwest	Happy to see WisDOT is focused on 2050 rather than just 5 years ahead of them.
1278	Northwest	Focus on maintaining what we have. We can only afford so much. When we build more, the funding just is not there to maintain what we have and what we are continuing to build.
1279	Northwest	Build better roads that can hold up to the traffic demands.
1280	Northwest	Public transportation access for ALL wisconsinites
1281	Northwest	Making decisions about all of Wisconsin! There is a lot of land north of 29 and 94!!!
1282	Northwest	Connect the northern and southern parts of the state with safe four lane highways that will promote economic growth, allow for good to be moved and received by northern businesses and create SAFER ways for the influx of travelers in the summer to travel.
1283	Northwest	Hwy 10 finish four lane to osseo. Hwy 21 four lane. And finally four lane north of antigo to tomahawk
1284	Northwest	plenty of safe parking for trucking to get off the road when required or needed.
1285	Northwest	Passenger rail
1286	Northwest	We need more education on reducing the need to drive, reducing our impact on the environment, reducing consumption overall and ultimately creating a sustainable infrastructure from both an environmental side and a financial side.
		If self driving vehicles are going to be the future of transportation, we need to be prepared for that. If electric vehicles become more main stream be prepared to shift funding and find an alternative funding source because gas tax will revenue will be drastically reduced. We need plans that are very flexible and be ready to respond quickly to changing technology.

ID	Region	Comment
1287	Northwest	provision of space for all users such as bikes and pedestrians in urbanized areas, or areas where these users could be, such as near schools, residential areas to commercial and job centers. Provision of enhancements to enable automated vehicles to be most effective.
1288	Northwest	We need more opportunities for safe walking and biking throughout the State. We need to promote the lowering of speed limits throughout the State. If we are serious about transportation safety in our communities, we need to reduce speed limits of State and County highways that travel through communities. That is a huge issue for safety and quality of life. For instance, does Clairemont Ave. in Eau Claire really need to be 45mph? Much of it cuts through residential areas and is adjacent or close to schools. In working with many communities with SRTS, many communities ask to reduce speed limits of State and County highways that go through their communities, but are told it cannot happen.
1289	Northwest	Hwy 63 and 27/70 intersection is crap. Lights at 27/70 and railroad st don't work and the visibility is POOR (like the lights are not bright?) That one block radius is not sufficient and has had a lot of accidents since it was redone last year. The heavy traffic keeps the intersection congested and the new system does not work.
1290	Northwest	Wider highways for farm equipment or don't allow machines that are over width to use roads.
1291	Northwest	Maintaining current Highways
1292	Northwest	Winter road salting, plowing on the roads in Buffalo County in the early, early morning commute.
1293	Northwest	Funding that allows all areas of the state to pay decent wages and not just hiring college students. County departments that all are near the same pay so it will encourage more people to work. Counties to use there dedicated funding only for the department it was intended for
1294	Northwest	It's simple, the single biggest issue I see is speed enforcement. Wisconsin and especially Taylor county do a poor job. Our roadways are more congested than ever and people drive like maniacs. Enforce traffic laws, teach people how to properly use roundabouts and proper merging procedures. Speed enforcement should be your focus.
1295	Northwest	Rail systems are generally very safe and can be built to withstand extreme weather events. We need more of these, both high speed rail and light rail for commuters.
1296	Northwest	Distracted driving is a huge issue. Perhaps there is something that can be done to "jam" cell phones of drivers when they are driving, so no calls, texts or web surfing/social media can be engaged. Perhaps there can be private partnerships to assist in safety development and sponsorship (funding).
1297	Northwest	PLEASE DO SOMETHING ABOUT PEOPLE AND TRUCKS USING THESES NEW BRIGHT LIGHTS, AND DRIVING WITH THE FOG-LIGHTS ON ON LOW BEAM, ANYTIME THERE ARE 4 OR MORE BEAMS LIT, IT SHOULD BE CONSIDERED HIGH BEAMS. SOME ARE EVEN USING OFF ROAD LIGHTS ALSO, IF I FLASH THEM THEY DON'T DIM THEM. ALSO IF SOMEONE IS IN THE LEFT LANE DOING THE SPEED LIMIT OR A LITTLE MORE, PULL OVER THE ASSHOLE TAILGATING THEM, IF I'M DOING THE SPEED LIMIT I'M DOING NOTHING WRONG, THE RIGHT LANE IS FOR SLOWER TRAFFIC. ADDITIONALLY START CHECKING OUT ALL THESES SEMI'S RUNNING AROUND WITH FARM NAMES ON THE DOOR HAULING ILLEGALLY ACROSS STATE LINES AND IN THE STATE, THEY ARE HURTING THE HONEST TRUCKERS INCOME, THEY ARE FARM TRUCKS, NOT OVER THE ROAD FOR HIRE. MOST OF THE DRIVERS DON'T EVEN HAVE A LICENSE.
1298	Northwest	The use of alternative fuels should be rewarded, not penalized. Find a more appropriate means of collecting fees, like gas tax and registration fees based on number of miles driven and weight of the vehicle. Less concern for parking and highway capacity, while offering viable transportation options.

ID	Region	Comment
1299	Northwest	The transportation system is a key component of both quality of life and property values. More needs to be done to have transportation infrastructure help improve both, as opposed to reducing quality of life and property values. Traffic is often the most biggest form of noise pollution in a community. Much of this comes from speed of traffic. This needs to be addressed. Why were there no sound barriers constructed along the 53 Bypass when that was constructed in Eau Claire? There can be so much more done to have transportation improve quality of life in communities, and often it is just the opposite.
1300	Northwest	Better signage so we can see and find the places we want to get to. Better placement of signs. Keep as much as you can natural.
1301	Northwest	Widespread use of public transportation systems that will connect communities and get cars off the road
1302	Northwest	transportation priorities other than passenger/ semi truck focused. Bikes, pedestrians need equal access to seamless, safe thoroughfares (see Iowa/ DesMoines area as a starting point.
1303	Northwest	I would like to see more wildlife overpass and underpass crossings. These structures provide a safe, more natural way for wildlife to cross roadways, and reduce incidents of vehicle-animal collisions.
1304	Northwest	Developing and improving transportation options in the northern rural counties that are not currently being served.
1305	Northwest	Maintain wildlife and butterfly and bee habitats by using environmental friendly products on roads and roadsides.
1306	Northwest	More mass transportation opportunities for people living in rural areas, like a bus service between Superior and Madison, or at least from Superior to Tomah where you could connect with another carrier.
1307	Northwest	Better control of ATV's on County roads. They speed, young children driving them, cross center line, it would be tragic if there was a car vs ATV accident.
1308	Northwest	Many of our communities experience a lot of tourism because of what we offer in natural resources. So keeping that is vitsl
1309	Northwest	A transportation system is not just autos; bikes, buggies, hikers, walkers ... make a system for all users
1310	Northwest	Maintains rural america
1311	Northwest	Having an extensive and well-planned passenger rail system statewide would reduce emissions greatly and provide lasting connectivity between towns and regions.
1312	Northwest	Focus on reducing greenhouse gas emissions and other air pollution. Move toward electric vehicle infrastructure Focus on expanding access and safety for walking and biking Provide significantly more resources to expand and operate public transit, passenger rail service, and inter-city bus transportation. Reduce barriers in communities like major highways and dangerous intersections. Stop building bypasses that destroy historic business districts. Reduce parking requirements. Reduce VMT. Reduce commuting distance, by building more compact cities.
1313	Northwest	Be mindful of ecosystems and the impact that infrastructure has on those systems. Look at projects and infrastructure holistically.
1314	Northwest	More transportation options beyond cars
1315	Northwest	More Mass transit options
1316	Northwest	More mass transit and shipping goods by rail rather than truck
1317	Northwest	Employ ongoing maintenance programs which will ultimately lower costs, rather than letting facilities deteriorate until they need replacement. Maintenance should not suffer to provide funding for new facilities.
1318	Northwest	We should focus on maintaining what we have. Any new construction should focus on modes that help reduce our impact on the climate and environment. We need to do our part in helping stop climate change.
1319	Northwest	Keeping local control and having the trained engineer from the start of a project.
1320	Northwest	Rural Transportation systems.
1321	Northwest	Assist with funding of drivers for transportation programs: a few volunteers get burned out and taken advantage of.

ID	Region	Comment
1322	Northwest	culverts, sign and lighting are often overlooked and need maintenance. Have the ability to do IDIQ to take care of these items in an efficient manner.
1323	Northwest	Continued advancement with weather related road maintenance such as de-icing and the salt/chemicals used.
1324	Northwest	A strong transportation budget/funding. Have to look at other related funding sources to support transportation needs. Laos need to make sure that all modes of transportation are utilized to the fullest. For instance Rail & waterway could be better interconnected. Also passenger rail travel could be better used.
1325	Northwest	Having a good passenger rail system would allow for lower maintenance costs on the highways through lower use and potentially even narrow roads as the excess capacity would not be needed.
1326	Northwest	Coordination techniques for new and existing traffic control systems. So many existing systems are terribly coordinated both on state and local roads. This accounts for millions of dollars of unnecessary transportation costs (gas) and environmental concerns (pollution).  Minimal dollars spent on more traffic engineers using sophisticated software and controllers for traffic signal coordination would be a wise investment of tax dollars.
1327	Northwest	Be sure to consider mandating that the highest quality materials are being used at all times, to have the infrastructure last as long as possible and to make maintenance easier. Be more receptive to a "Do it right, do it once" mentality.  Work with universities and/or researchers to develop the highest-quality, longest-lasting products for infrastructure construction.
1328	Northwest	Stop spending money on bike lanes utilized by so little of the populus. Highway maintenance and pedestrian accesses (for urban zones) should be priority.
1329	Northwest	We need to greatly improve and encourage public transit around the state of Wisconsin. Like in European countries. We should become less dependent on personal cars for traveling the state, and increase use of all forms of public transportation. How about bringing back a train up to Bayfield and the Apostle Island area. Improve rideshare taxi services in Wisconsin small towns. I would also like to see trolley cars in our towns and cities. There is a company in Wisconsin that manufactures trolley cars.
1330	Northwest	Your question about increasing the number of cities with access to Amtrak was poorly worded. I'm all for increasing access to passenger rail, but that does not need to be, and probably shouldn't be, Amtrak. There are other options that should be available, supported, and encouraged, such as public-private partnerships which could be provided with much more transparency and at a lower cost.
1331	Northwest	We need to focus attention, dollars, and planning for non-vehicle transportation options. This includes transit, walking, biking, rail, etc. We need to invest in these modes significantly more than we are.
1332	Northwest	Fully interconnected Passenger rail would make a huge difference across all of these 6 areas.  I'm not sure who thought that citizens can reasonably prioritize these budget and engineering problems wrapped in a cloak of sentiment in way that you can expect to extract real meaning from it, but they should probably explore some further training or perhaps another occupation entirely.
1333	Northwest	Rural connectivity - increase transportation access points for rural residents, especially light rail or other efficient rail to larger cities in and out of Wisconsin.
1334	Northwest	Paved trail biking that links residential and commercial/ed / industrial area that is separated from vehicle traffic - NW Wisconsin growth
1335	Northwest	Considering the less dense areas of state, the number of elderly, disabled, low income who have no access to work, social activities or opportunities to improve their psychosocial status. There are too many programs that are limiting to specific populations and don't meet the needs of many. We north of Highway 29 need coordinated PUBLIC transportation.



ID	Region	Comment
1336	Northwest	Having trails and crossing points along the highways, many people could benefit from using their atv or utv to go to town but have no access to the side roads that allow them, why is it okay for the tourists to ride their snow vehicles along them but not residents to use those paths.
1337	Northwest	Special attention to needs of rural communities.
1338	Northwest	A high speed train connecting Minneapolis, Madison, Milwaukee, and Chicago
1339	Northwest	Connections to public transportation (bus to bus) county to county and state to state.
1340	Northwest	Technology advances are okay for providing information, but what about getting or creating more or better bike & walking paths (funding needed) more high speed rail or rail options to cities or other parts of the state. Create more hubs.
1341	Northwest	Bringing efficient transportation to the city of Menomonie.
1342	Northwest	Rural public transportation or to be able to work remotely or from home, increase access to high speed internet.
1343	Northwest	Bringing passenger rail north
1344	Northwest	We need highspeed rail, we need rail service even up north. We have freight lines all along the US8 corridor, get passenger commuter trains on there. Every mile of freight track needs to have a passenger track laid next to it to facilitate travel by rail.
1345	Northwest	Ask for help from universities, etc. on developing ways to make transit/access to transit more efficient.
1346	Northwest	Find ways to make transit self-supporting (sponsorship, etc.).
1347	Northwest	Extend public transit into rural areas.
1348	Northwest	Penalizing hybrid and electric vehicle drivers on their vehicle registration is ridiculous and counter-productive. Someone who drives a hybrid and gets 45 mpg (or less in the case of a hybrid SUV) and drives 7,000 miles a year is paying considerably more for their registration than someone who drives a Honda Fit and gets about the same mpg, but puts 30,000 miles on the roads each year. We should be encouraging environmentally friendly technologies and lower VMT, not penalizing.
1349	Northwest	Also, communities should be able to decide whether or not to form an RTA to provide stable funding for alternative modes of transportation.
1350	Northwest	Love the toll idea. Like many things, highways should include a user fee.
1351	Northwest	A 5 cents tax on gas is the best way for all to pay their share.
1352	Northwest	Raise gas tax, use rider fees rather than "donations" for rides through ADRC.
1353	Northwest	Why those entities working on state /govt transportation projects are guaranteed a set amount higher than normally charged in private sector
1354	Northwest	Mileage based user fees will hurt rural America. Rural America gets penalized enough. What about looking at sales taxes on utv's, 4 wheelers, utility trailers, etc.... going toward transportation & trails etc... Road tolls creates another bureaucracy (toll agency) Rather let's figure out how to properly fund the roads we have and improve what we have
1355	Northwest	Make as much use of Federal money as possible. Integrate road and utility projects to minimize disruptions and maximize value.
1356	Northwest	Working with universities and other researchers to come up with the longest-lasting concrete and asphalt, and requiring that roads be rebuilt with the longest-lasting and lowest-maintenance (or easiest to maintain) materials available.
1357	Northwest	Set up funds that are self-sufficient to be able to pull money out of each year to perform maintenance on this infrastructure. See if businesses will help sponsor this fund and/or specific projects if they receive recognition for such work.
1358	Northwest	Please do not get money for roads with VMT. You are essentially punishing anyone who does not live in a city. People will not be receptive to the idea of tracking their driving.
1359	Northwest	Raise the gas tax by indexing it

ID	Region	Comment
1356	Northwest	Transportation should be funded through a user fee that includes out of state travelers. The burden to build and maintain the transportation infrastructure should not be solely on the residents of the state of Wisconsin. Gas tax and/or tollway are the best user fees that captures everyone using the roads and bridges. A resident based or registration base system leave the bill in the hands of Wisconsin residents only.
1357	Northwest	existing transportation corridors should be made safe and maintained for various users, such as peds and bikes, particularly in rural areas where there is very limited facilities for non car users.
1358	Northwest	don't build it if you cant maintain it
1359	Northwest	Majority of DOT dollars go to major cities, I get it more bang for the buck. Don't forget about rural folks, I would bet the average rural resident pays way more than most of the folks who live in big cities as they have to drive further and usually on bad roads.
1360	Northwest	Passenger rail: This would support all of the above areas and be more sustainable.
1361	Northwest	accommodating alternative fuels mass transit options rural transit needs
1362	Northwest	Make highway 14 from Madison to Janesville 4 lanes!!
1363	Northwest	No tolls!
1364	Northwest	high speed rail
1365	Northwest	We need more bus transportation in northern Wisconsin. I live in Washburn Wisconsin and there are NO public transportation options for getting to the southern part of Wisconsin or even to Duluth Minnesota
1366	Northwest	<p>Having lived in Sweden for four years and experienced their transportation system, it was very difficult to return to Wisconsin. I often astounded friends in Sweden by telling them that a city like Eau Claire didn't have passenger rail and that even the municipal buses didn't connect to the intercity buses that stopped at a McDonald's out by the freeway... or that a city the size and importance of Madison also had no rail connection.</p> <p>Unfortunately, a century of suburban sprawl and car culture has made it more difficult to build a similar system here, but the lack of any reasonable connection from downtown Eau Claire to Minneapolis/St. Paul is a big missed opportunity. The lack of a connection between Madison and Milwaukee is an even bigger one.</p> <p>Former governor Walker's disastrous decision not to accept high-speed rail funding has set the state back decades in this regard, but we shouldn't let it set us back forever.</p>
1367	Northwest	While I strongly urge against this prospect in general, it is critical that if the state goes the route of looking into exploration of tolls or mileage-based fees that such consideration includes accommodation for low-income users who may need to use the system but do not have the resources to pay additional surcharges.
1368	Northwest	The major point can be summed up in two words: passenger rail.
1369	Northwest	I feel the Wi DOT on a lot of projects are more concerned about inconveniencing the public than they are getting the job done. The DOT in a lot of cases could just go ahead and shut a road down to fix or repair rather than settling up lane closures twice a day. I'm asking you to save money and time to better use tax dollars. Example the state of IL had a large project in the St Louis area they chose to shut the entire road down for 6 months to complete the project, rather than taking 3 years building temporary lanes. By doing this the state saved millions of dollars. Yes it was a major traffic impact however only 6 months. Now they have millions to spend on other projects.

ID	Region	Comment
1370	Northwest	I also feel as you build more roundabouts you need to do a better job educating people on how to use them. I see in cases they feel the roundabout is a passing area or a place to race around a truck. I also feel the state should have one set of trucking rules. Example why should garbage trucks be able to haul more then a lumber truck , or a milk truck can haul more then a dump truck. There are all the same trucks the ROADS don't know any different. Why does one hurt the road and the other doesn't. The rules should all be the same. It should all be based on weight per axle. This would keep all the trucks moving the same and have the same impact on our highway system.
1371	Northwest	Decreasing interstate speed limits back to 65 and ENFORCING IT
1372	Northwest	Requiring DOT-approved helmets for ALL motorcycle riders would be great, even if its no more than a half-helmet. I'm still not sold on the whole lane filtering/ splitting issue, but as an EMT, I have seen plenty of people without a helmet that have crashed that may have had less injury if they had on a helmet.
1373	Northwest	Small communities like Strum, WI need public transportation for the elderly to bigger cities like Eau Claire for health care, groceries and shopping. Currently if you are not able to drive a car you are ***.
1374	Northwest	The state is giving money to pave dirt roads while the existing paved roads are deteriorating.
1375	Northwest	Build roads correct and on budget and on time rite ,
1376	Northwest	Stop with the connectivity ***. Fix roads and stop with the roundabout crap. Semi's have a hard time making these
1377	Northwest	Passenger rail system that connects everyone in the state and neighboring states.
1378	Northwest	Take care of the infrastructure in the northern part of the state. IE. North of Hwy 29.
1379	Northwest	Raise the gas tax so all users of our roads help pay, especially out-of-staters!
1380	Northwest	High speed rail into and between metro areas.
1381	Northwest	Those who don't or can't drive need options too.
1382	Northwest	The high speed train through Wisconsin, possibly electric, would make traveling through the state much easier. This has been my hope for years, and I don't know why it keeps getting shut down.
1383	Northwest	Story I'll be dead! For my grandkids and great grandkids the state needs to look at connecting all areas of the state if it wants to grow business growth And job opportunities in order to keep the young in rural Wisconsin.
1384	Northwest	Time to revisit rail
1385	Northwest	Expanding freeway and US highway systems near our larger metropolitan areas.
1386	Northwest	6 lane I 94 Eau Claire to Hudson
1387	Northwest	Please do not punish fossil fuel transportation via higher "wheel tax" BS etc, additional gas taxes nor God forbid toll roads
1388	Northwest	Keep maintaining roads, we are one of the worst in the country in that dept
1389	Northwest	Our public bus and transportation is archaic and inconvenient.
1390	Northwest	Will Federal highways like highway 8 be fixed or will they just continue to deteriorate
1391	Northwest	Please stop having our fuel tax, tire tax, registration fees, etc., into the General Fund and use our money for the reason we were asked to pay it....our transportation infrastructure. Thank you.
1392	Northwest	I don't feel we need to try to advance our transportation system in this state to try to become New York, some of what makes Wisconsin popular is it's slower moving country feel, (in most of the state) as long as we maintain what we have instead of tryin
1393	Northwest	Rural areas and anything north of Portage need more attention. The infrastructure money over the last couple of decades has been over represented in SE Wisconsin to the detriment to the rest of the state. Would like to see Hwy 51 as a 4-lane all the way
1394	Northwest	High speed rail is very important is very important as the cities have grown and it would help relieve heavy traffic between larger cities and provide comfort to airports. As needed.especially for the elderly and other persons without cars. Also providing
1395	Northwest	It seems the DOT spends a lot of money in replacing roadways rather than maintaining them. There are tons of terrible freeways in the state that could be repaired rather than ignored and made worse. One that has always stuck out to me is hwy 29 between A
1396	Northwest	I 94 needs to be a 6 lane highway from Eau Claire to MSP

ID	Region	Comment
1397	Northwest	We need to focus on conservation of the environment while taking into consideration ease and affordability of public transportation throughout the state. For example, railway connecting major cities throughout the state.
1398	Northwest	Forget the trains, buses, plains, worry about building and maintaining our roads and bridges.
1399	Northwest	Maintain the roads
1400	Northwest	Will commuter rail make a return to Eau Claire?
1401	Northwest	I hope we will focus more on lower pollution transportation and infrastructure to support electric vehicles and high speed rails. I'd also like to see quality roads and public transportation in low income communities.
1402	Northwest	I hope it is highly integrated regionally and super fast. High speed rails across the state which connect metros to the burbs
1403	Northwest	Our highways and bridges are failing, especially in rural Wisconsin. Some area in northern Wisconsin feel like your in the 50's with gravel roads and roads that are not maintained. Same goes with bridges in rural areas. Farmers are having to travel ar
1404	Northwest	Signs along the road that marks the spot of an MVC fatality like South Dakota has along the highway. It is a reminder to be cautious and avoid behaviors like texting, drinking and inattentive driving.
1405	Northwest	I think that your survey was quite thought out. VERY WELL WRITTEN! I just want to add, that electric and other safer environmental fuels etc., should be pursued, to keep our WI a better place to live. I've been better with allergies, while WI, was shutdo
1406	Northwest	Add cameras to catch drivers using their phones.
1407	Northwest	Hopefully we will have shifted to solar/ wind power for electric generation and a majority of transportation. Fossil fuels, fuel cells are not or are feasible or economically effective in a long term vision. Renewables must be pushed and the economics ar
1408	Northwest	Please consider allowing Road trains, Double and Triple 48 foot trailers on the interstate and four lanes in certain locations ie. Hwys 94, 29 41/43, Hudson to Milwaukee, Hudson to Green Bay, Milwaukee to Green bay/ Fox Valley. License for minimum truck
1409	Northwest	Obviously we need to focus on areas of dense population and growth. Perhaps over time we will need to reduce the number of miles of roads we maintain at high cost, for instance by letting some little-used roads revert to gravel.
1410	Northwest	I would like to see train connecting Milwaukee to Minneapolis via Madison and Eau Claire. Then perhaps another alternative running from Milwaukee up to Green Bay via Oshkosh and Appleton.
1411	Northwest	High speed rail
1412	Northwest	Cost effective and costs to tax payers.
1413	Northwest	Keep up the great work! For the most part our transportation in Wisconsin is in pretty good shape. I believe the area of Safety is a big concern for a lot of folks and I agree that safety is a key issue.
1414	Northwest	1. Build better instate highways.....they aren't built to last in the Wisconsin climate. It seems it would be better to spend a fortune building them right and having them last 10 years than building them cheap and having to start patching them by the n
1415	Northwest	Efficient rail transportation MSP to CHI
1416	Northwest	need more funding. additional resources. increase gas tax.
1417	Northwest	fast rail transportation would be here already if not turned down
1418	Northwest	Fix our roads and infrastructure for future generations.
1419	Northwest	Pave the roads. Maintain the roads. Update the roads. Stop deferring maintenance and, in essence, spreading costs to residents due to repairs. I have to pay for shocks and alignment because local and state governments will not do needed work. It would be
1420	Northwest	Zero carbon emissions in all transportation that relies less on oil based fuels and more on renewable energies. Preserve Wisconsin's wetland and waterways. Spend money wisely for the future of our children.
1421	Northwest	Less reliance on personal vehicles, more on intercity transit via train, bus etc.
1422	Northwest	I want to see our roads better maintained to help with keeping our vehicles from needing unnecessary repairs and safety. I also am very interested in having safe places for people to walk, ride bikes, run, cross country ski, snow shoe and be given consid

ID	Region	Comment
1423	Northwest	Being more financially responsible. Infrastructure money should be for just that and not for wind turbines. WI does not need a light rail system. Amtrak is government owned and is unused as it is. Higher taxes in Milwaukee and Madison only if they want c
1424	Northwest	Increased funding to allow the right transportation system for the future, rather than taking from one priority to give to another priority. Continuing this same path in the past breeds mediocrity into our system and all 6 elements suffer because of it.
1425	Northwest	Railways. We need passenger and commuter trains. We have the rail systems, we need to upgrade and use them.
1426	Northwest	FOSSIL FUEL IS BOTH THE PRESENT AND THE FUTURE. STOP WASTING MONEY ATTEMPTING TO PUSH A DIFFERENT FORM OF ENERGY.
1427	Northwest	More attention to northern Wisconsin - especially industrial areas.
1428	Northwest	Fix roads in smaller communities to help the economy grow. Worry less about heavily populated areas.
1429	Northwest	Please consider getting a high speed rail option to connect Chicago to Minneapolis and perhaps more stops around the state
1430	Northwest	High-Speed electric vehicle charging
1431	Northwest	There is so limited resources for the poor, elderly, and disabled people. There isn't much in the way of taxis, or public transportation. These services provide jobs, and freedom for those whom access those services. The people will have better access to
1432	Northwest	Fix/maintain our current road system instead of building new all the time.  Stop doing base budgeting projects to use up your budget on make work projects such as concrete curbs on dirt road intersections with state highways. The concrete gets busted up
1433	Northwest	I feel mass transit will grow in importance, not only in the major metropolitan areas of Milwaukee and Madison, but in mid-size cities and near the Minneapolis/Saint Paul metro.
1434	Northwest	A robust electrical car charging system will be necessary if we are to tran
1435	Northwest	Quality roads
1436	Northwest	Increased routine maintenance of the roadways such as mowing operations in ditches, and making repairs to damaged/destroyed signage, stop signs, reflector markers. Faster adaptation to changing developments and increased traffic due to recent growth/deve
1437	Northwest	Local economies must continue to grow but in a sustainable way without detrimental effects to the environment.
1438	Northwest	Effective integration of multi-modal transportation. Implement passenger rail service across the state (Green Bay through Eau Claire to Minneapolis)
1439	Northwest	Access to bike and walking trails in neighborhoods, cities, and connecting towns.
1440	Northwest	All the traffic safety laws in the world don't mean squat if law enforcement does not do its part in enforcement. Some "feel good" laws such as cellphone/texting restrictions are virtually unenforceable. Other laws that law enforcement "ignore" are tra
1441	Northwest	Highest safety concern is people on cell phones. Outlaw talking, texting, listening to & looking at cell phones or anything like them. Make the fines \$1000 for first offense and then enforce it.
1442	Northwest	Have a separate highway system for semi's, don't mix cars and big trucks
1443	Northwest	New roads or traffic flow should ALWAYS incorporate all abilities/needs. Hearing or vision impaired, wheelchair access etc. Cheaper to serve every ability at time of inception than to go back and modify.
1444	Northwest	Message signs should only be used when needed, not for stupid slogans. People have learned to ignore then.
1445	Northwest	Speed enforcement.
1446	Northwest	Road maintenance
1447	Northwest	Complete streets
1448	Northwest	I do not like the roundabouts. There should be stop and go signal lights that change quickly! PEOPLE USE A YIELD LIKE IT IS A CHALLENGE TO SPEED THROUGH FASTER THAN ANYONE ELSE, SO YOU DON'T HAVE TO STOP! I proceed cautiously, and have speeders honking a

ID	Region	Comment
1448	Northwest	While I understand the potential gains from technology improvements at crossings, it seems that fundamentally and fiscally it might be more effective to address driver culture/behavior instead. Perhaps it is an enforcement issue as well, but comparing dr
1449	Northwest	Maintaining the interstates and major highways during winter storms. Funding to get more plows out during storms to keep the major roadways pass hazardous.
1450	Northwest	Quit deferring transportation funds to other areas. Our roads are in terrible condition.
1451	Northwest	Safe Bike and Pedestrian routes to schools and local businesses.
1452	Northwest	Remove all interstate highways from large cities. When coming on interstate highway have on/off ramp entering area and on/off ramp when leaving area - no on/off ramps inbetween.
1453	Northwest	charging stations for vehicles
1454	Northwest	Increased rail transportation
1455	Northwest	High speed rail options between metro areas. More electric vehicle charging stations.
1456	Northwest	Wisconsin land and environment has always been important to Wisconsinites. Many people come to Wisconsin to see the beauty of our land and therefore we need to protect our land.
1457	Northwest	Supporting and building mass transit.
1458	Northwest	I commented on the other area, that there is limited resources for the poor, elderly, and disabled people. So limited resources for taxis and public transportation. I would like to see more zoos and natural preservation areas throughout Wisconsin! Also,
1459	Northwest	Focus on environment, infrastructure and then the rest will fall into place.
1460	Northwest	We should prioritize reusing existing corridors, and increasing their capacity without major expansion projects, whenever possible. For instance, adding dedicated mass transit lanes to a freeway (or even replacing an existing car lane) may be preferable
1461	Northwest	Electric cars and charging port.
1462	Northwest	Preserve our wetlands.
1463	Northwest	Parks, walking and biking paths, non motorized access to the natural environment. Rails to trails should be kept non motorized to allow for safe recreation for all ages, including children, families, older people who need a safe place to walk, ride bike
1464	Northwest	Valued engineering on projects. Keeping project in line with right engineering and not over engineered and regulated.
1465	Northwest	We need a high and consistent level of access management and working with local governments to mitigate the effects their land use decisions have on the transportation system. Better zoning regulation along primary arterial such as noise regulations sim
1466	Northwest	Don't get behind on maintaining and upkeep our roads. We also have to properly tax and earmark the money for our roads.
1467	Northwest	Adding a lot more level 3 electric vehicle super-charging to said infrastructure--especially parts of the state north of Milwaukee...
1468	Northwest	I think that the walk and bicycle trails in our state should be expanded. I think more waysides would be nice while traveling. All these investments into our state, brings people here, and some may decide to move here. That helps our state in many ways!
1469	Northwest	In Clark County we have a lot of horse drawn vehicles (Amish) on State Hwy 73. They drive with the horse just off the blacktop edge. The horses shoes chew up the shoulders (causes a rut) until soon the blacktop is under cut and eroded. As I am told the s
1470	Northwest	Talk to the old contractors how to build a road that will last. Not computer generated ideas.
1471	Northwest	Truck only lane on interstate.
1472	Northwest	Light rail from Eau Claire to MPLS
1473	Northwest	I'm still interested in high speed rail around the state.
1473	Northwest	Connect rural areas to urban, jobs, shopping
1474	Northwest	Eau Claire needs to be part of the planning for transportation from MSP to Chicago. Usually routes seems to go through LaCrosse, by passing EC.
1474	Northwest	Amtrak needs to be more timely.

ID	Region	Comment
1475	Northwest	Need high speed rail in this state. Revisit and finish the analysis of a high speed corridor selection process that was for no justifiable reason cut off by the Walk administration. That process was short circuited in favor of the existing Amtrak line th
1476	Northwest	ELECTRIC VEHICLE CHARGING!
1477	Northwest	Truck and Semi traffic is of high importance yet NONE of the questions above address that. Trucks on Freeways can dominate traffic issues. WHAT IF we could reduce Trucks on freeways by 10%, or 20%, or at least slow the growth! Think out of the box and
1478	Northwest	Again, I personally know how little resources there are for poor, elderly, and disabled people. There isn't much public transportation available in WI, i.e. the smaller cities.
1479	Northwest	More commuter trains into Minneapolis. Make highway 10 a 4 land highway so there is another option to travel across the state instead of just highway 29.
1480	Northwest	Having traveled extensively in the country, I've seen just how poorly integrated WI transportation is. For instance, our only option to get to the twin cities airport is one shuttle service, that has limited hours. If I was to take the bus, I'd need some
1481	Northwest	More passenger rail service to rural communities.
1482	Northwest	Raise gas tax in WI, so out of state visitors help pay for the infrastructure that they also use in our state
1483	Northwest	why are steel catch fences being install complete waste of money fix the roads concrete is supposed to last 50 years but cant take freeze thaw north of hwy 10 get your heads out of your butts and use materials suited for wi
1484	Northwest	Perhaps explore license fees based on price of vehicle. Also explain to people how license fees of big trucks are structured and/or modified. Big trucks contribute to most wear and tear of roads.
1485	Northwest	Any heavy truck involved in interstate travel gets heavily taxed with those monies being distributed back to the states, nationwide. Heavy trucks involved in intrastate travel also get heavily taxed, with those funds being distributed to the counties.
1486	Northwest	Looking at other areas where funds are dispersed and reallocate some of those funds, for instance some of the funding going towards art or some studies are not necessary, (nice but not necessary) roads and bridges are necessary
1487	Northwest	The gas tax seems to be the fairest.
1488	Northwest	Mileage based user fee cannot be the same for a personal vehicle and a semi truck. As parking downtown is turned into buidling sites - there should be a continuous bus loop that connects Barstow, Phoenix area, Water Street, future Oxford areas. This
1489	Northwest	As a resident, we are already highly taxed, we can't afford more taxes.
1490	Northwest	I totally agree, and especially during this pandemic, when I put out in Dunn County, and my family members didn't in Chippewa County, \$107.10 for my license plate sticker. I'm 62, and barely in the roads due to low income, as I'm disabled. During a globa
1491	Northwest	Tolling feels regressive and may divert local traffic to less efficient small roads. Funding through individual or corporate income tax (though not the general fund) would be preferable to the gas tax. A mileage tax may make sense but should be coupled w
1492	Northwest	I'm no engineer. However, where's the science to engineer roads to last 100 years? Or, "disposable" roads that may not last as long, but are easy to build, easy to replace and have a low environmental impact. I'm not in favor of tolls becaus
1493	Northwest	I think a combination of gas tax and wheel tax. People who choose to have vehicles that use more gas need to pay more. I understand that as we move to electric vehicles they also need to pay but need to encourage people to move away from vehicles that re
1494	Northwest	WELL WRITTEN SURVEY!
1495	Northwest	Interested on on going planning, especially service.
1496	Northeast	Please build the Brown County Southern Bypass Bridge



ID	Region	Comment
1497	Northeast	Your survey will not open
1498	Northeast	Please make Wisconsin more walkable! I prefer not to drive a car but the state is not designed for this.
1499	Northeast	Autonomous EV needs to be seriously considered within the near future. Not one EV vehicle/autonomous EV vehicle was available to look at on this year's WI DOT list. According to Tony Seba at the NC DOT 2020 Conference within approximately 2-5 years autonomous EV will completely disrupt the transportation industry and be the primary mode of transportation. Wisconsin needs to come up with an innovative plan for the future and keep pace with the rest of the world. There are numerous benefits to embrace Autonomous EV--please view Seba's presentation.
1500	Northeast	My son in 21 yrs old non-verbal down syndrome. He has opportunities to volunteer and work out in the community but we do not feel safe putting him on a van with an unknown driver who does not know him and he is not able to communicate where he should be going. We both work full time and the van will give us a "window" of time for pickup (Half hour). We need to be to work and that does not always work for our schedule or his. Makes it hard for him to be independent. It would be nice to have a more personal relationship with a driver and some type of communication system for those who are more disabled or need more assistance and who are non -verbal.
1501	Northeast	There is an incessant need for safe reliable transportation for the ever changing special needs/elderly population. We didn't want to utilize the city bus for safety reasons as our son can make erratic decisions and not end up where he is needed. Then we end up tracking him down, and the same cycle continues. Currently we used a contracted transportation service. We have been lucky that we have managed to get the rides he has needed but there is minimal flexibility and the rides will only transport to/from work or appointments. Our community is so driven on inclusion and self sufficiency yet we don't consider the social aspect when we discuss transportation. Many of these adults and elderly sit at home with no means to go shopping, meet friends, or engage in any type of activity other than employment or the never ending doc appointments. As a community i believe we need to focus on more housing opportunities that also provide transportation or look for more transportation companies to assist the ongoing needs and provide more flexibility. I, as a parent of a special needs son, have considered starting my own to provide his friends with a trusted safe and flexible option for not only work trips but social trips as well. Life needs balance for all of us - and Although Covid has changed everything about what is "normal" I still believe there are ways to make this work so they can have balance. Even a small cost share for social rides up to a certain time of night, or certain days a week. There are ways to make it happen.
1502	Northeast	I don't know
1503	Northeast	Activity should increase short trips by bicycle and walking.  10 lane highways with huge outside lanes on both sides of each direction of traffic are less necessary if more people would bike and walk. Materials saved by eliminating part of each outside lane would fund many more miles of infrastructure to accommodate bicycles in communities.
1504	Northeast	Please consider the environment impact of all decisions
1505	Northeast	I feel the Appleton Area needs some serious attention. Both WIS 96 and 125 have massive accident rates as well as large traffic jams ever time I attempt to use these roads. The I-41 within the Fox Cities is prone to large backups and is home to probably the largest accident rate in the whole state. When an accident does occur since half of the interstate is 2 lanes there is no way for people to get around the accident placing major delays on people's commutes. I feel like all the interchanges are inefficient compared to the amount of vehicles that now use the interchanges. When I look at the design/visual condition of most bridges i feel like the bridges look really plain compared to the Green Bay, Madison, and Milwaukee.
1506	Northeast	I would like to see more rail transportation, or more connectivity between cities throughout the state and hubs outside of the state.

ID	Region	Comment
1507	Northeast	<p>Lane merges need to be thought out better. For example where Hwy 172 merges into Hwy 43 north in Green Bay. The right lane should stay open for driver's who are exiting at the next exit and anyone wanting to merge onto Hwy 41 need to stay in left lane and merge right away.</p> <p>Where 54/57 merge into hwy 43 north (in Green Bay) that lane ramp lane should extend all the way to the next exit so that the next exit has a longer lane to merge into ramp.</p> <p>Where hwy 41 south connects with hwy 29 west bound (Green Bay). The right lane ends and then the left lane ends and then the right lane from the other lane ends. The lane ends warning comes to soon and it causes a bottle neck of driver's hitting their brakes and trying to merge before they need to.</p>
1508	Northeast	Using materials to make roads less bumpy that last longer.
1509	Northeast	<p>We may be 100% into something that has yet to be invented. We need to remove road blocks to systematic change. Established and profitable outdated systems must be terminated for to make way for new and efficient systems. Corporate socialism at the expense of people and the environment must end.</p>
1510	Northeast	Growing up in a small town, the nearest grocery store was 10 miles away and any employment opportunities are just as far. When our country had robust passenger rail lines, people living in rural communities could travel easily and affordably on public transit. Now that passenger rail lines don't run, the countryside surrounding these towns have no access to public transportation or taxi companies. This is a major disadvantage to those living in poverty in these areas.
1511	Northeast	Rail system from Milwaukee to Green Bay along I43 and I41
1512	Northeast	Please make Wisconsin more walkable!
1513	Northeast	Being a Northern state, we should focus on ways to improve safety of roads in winter, such as the possibility of solar or wind powered heating of major roads and highways. This also would help reduce the use of chemicals and save money on overtime if fewer plows are needed during storms.
1514	Northeast	Electric vehicles will produce more batteries for waste.
1515	Northeast	<p>Walking and bike path are the most intrusive mode of travel. Opening natural areas to human exposure i.e loss of vegetation, spreading of trash, disturbing wildlife trails and fish migrations, excess to private property.</p> <p>It is the expanded general intrusion, via foot travel, to be avoided. This type of travel has a negative impact to any area.</p>
1516	Northeast	Wisconsin needs high-speed rail between Green Bay, Milwaukee, and Madison.
1517	Northeast	Get ready for V2V and make all interstates 3 lanes.
1518	Northeast	I would love to see more serious discussion and exploration of bicycle, pedestrian, and rail infrastructure throughout the state.
1519	Northeast	This survey does not address individual communities.
1520	Northeast	There must be more multi-use paths adjacent to major roadways.
1521	Northeast	Remember that we will have a population with a higher age than at present and that fewer people will be able to drive a car. But they will still want and need to travel.
1522	Northeast	Local transpo will be more electric scooters, cars, trucks and e-bikes. Create less car centric towns
1523	Northeast	Please consider expanding passenger rail service north of Milwaukee to connect the rest of the state
1524	Northeast	I've already stated: (Google in Three South Korea Cities planning on a hydrogen economy by 2022). This is the most important statement I can make.

ID	Region	Comment
		The most important item is my one sentence: Google in "Three South Korea Cities planning on a hydrogen economy by 2022!"
1525	Northeast	This should be required reading for all members of you study and transportation department.
1526	Northeast	High-speed rail from Green Bay to Milwaukee and Chicago!
1527	Northeast	I would like to see a system where people are confident they can get where they need to go safely. That may be an off-hand statement because, of course, that's the goal of transportation. However, it's not happening at the moment. If we can meet the needs of our state citizens through transportation, then we as a state will be thriving.
1528	Northeast	Add more lane's to most roads due to the large increase of the populations.
1529	Northeast	Mass transit needs to be recognized as a sustainable form of transportation
1530	Northeast	I believe that by 2050 most business offices will be closed and repurposed. Work from home will be the norm. Transportation needs will shift drastically. Delivery vehicles will replace private vehicles on our roads as a percentage. It light be at least 2035 but, automobile ownership will decrease resulting in increased taxi/uber vehicles. So, the actual roadways themselves will need to be discussed. Truck traffic will go up and I expect weight limits to rise with the need to haul more in each load. The funding for the increase in cost due to having to have more durable roads should start immediately. The state should begin to prefund what the anticipated costs will be. There will be NO support for a mileage tax from the voters.
1531	Northeast	Please fix the freeways!!!!
1532	Northeast	Electric vehicles will reduce costs. Prepare for it
1533	Northeast	We have a beautiful state. If we put making money from the soil and prioritize that and deplete the soil we will have nothing left for two generations ahead. It is not ours to consume and use up. It is ours to preserve and make a living but not to leave it with depleted. We are stewards of the earth.
1534	Northeast	I'd like an over average amount of our funding to go back to repairing and upgrading our roads. While technology is nice, for those of us that spend alot of time on our roads, they pale in comparision to our neighbors around us. Our roads put alot of wear and tear on our vehicles.
1535	Northeast	Fix our small roads and bridges
1536	Northeast	More charging stations for electric vehicles. Right now, an electric vehicle is out of the question in our part of the state. Solar roadways might be an interesting option as well. A European style transport system with efficient trains would be most welcome, as well as European built roads.
1537	Northeast	I think some more emphasis on improving critical routes that feed the north-woods recreational areas would be wise. If the drive can be more efficient, safer, and quicker; it would improve the amount of recreational activity in those areas.
1538	Northeast	Bicycles need license plates!
1539	Northeast	I would love for Wisconsin as a whole to become more pedestrian friendly and make it possible for people who live in rural communities to live without a car.
1540	Northeast	We need more trains and bike transportation
1541	Northeast	Transportation is often cited as the biggest barrier for people with disabilities, people who are low income, and the elderly to engage with the community around them. Effective and affordable transportation is necessary for our community to reach its fullest potential. It is heartbreaking when I miss out on opportunities because I don't have access to reliable public transportation. I feel like less of a person, as though I don't matter to my community. Strengthening options for public transportation for the most vulnerable members of our communities is vital to ensuring we all feel like we matter.
1542	Northeast	Please focus on the future of self driving vehicles and drone type vehicles.
1543	Northeast	Allow private sector to evolve in autonomous transportation and other means which save on fuel. Do not hold them back with fees and red tape.

ID	Region	Comment
1544	Northeast	<p>I doubt I will be around then but maybe look at PNDOT for costs associated with bridge deicing and possibly incorporating that into Wisconsin bridges. I would also look at doing the spring bridge deck flooding to help flush the chloride out of the deck helping the bridges to last longer. I understand the epoxy coated bars shouldn't really be affected but you can't convince me the contractors catch every nick/scratch in the coating.</p> <p>Thank you</p>
1545	Northeast	<p>The DOT has gone way too far toward computer generated modeling when deciding what road treatment is needed to fix a highway. This is taking engineering judgement out of the equation and limits the alternatives when scoping for a highway fix. Road surface condition and age is only one part of the process, for instance, deteriorated culvert pipes and steep slopes and underlying old concrete are being missed because the computer model ties the hands of the scoping team when selecting a proper fix.</p>
1546	Northeast	<p>Stop penalizing the HYBRIDS! They do little, if any, damage to the highways, yet they are forced to pay higher registration fee. This is totally a political stunt and does not solve the funding issues. By 2050 all vehicles may have a hybrid option and we will be right back where we were. User fees for those that are using the roads makes much more sense that registration fee for certain users.</p>
1547	Northeast	<p>WisDOT is a great agency with a proud history of service and value. The look to the future is invaluable as has been proven by previous long range plans. Keep highway access planning/visioning in the mix as it serves safety and mobility very well.</p>
1548	Northeast	<p>Need to focus on preservation of the existing system especially at the local levels. Allow local municipalities to have more control of projects and funding. Consider block grant funding allowing the local municipality to manage project without DOT.</p> <p>More nimble and creative.</p> <p>Allow for design build at local levels</p> <p>Raise the minimum rate for public bidding \$250,000 - \$100,000</p> <p>Separate the funding for Major's - toll system pay for improvements - users pay.</p>
1549	Northeast	<p>us 2 should become interstate98 and part of across the top highway. hwy 29 should be upgraded and be come interstate96. Us51 north of wausau should be upgraded and become interstate 39 all the way to ironwood us 10 should be up graded to 4 lanes all the way to from manitowoc to minn. border. start by passes for all cities on new roadwork. hwy 21 upgrade 4 lane dived oshkosk to tomah .hwy12 upgrade 4 lane dived in its entirety. us14 upgrade 4 lane dived janesville to lacrosse. upgrade 11 beloit to dubuque to connect with us20 future interstate 92 thru iowa and nebraska</p>
1550	Northeast	<p>RURAL AREAS NEED SERVICES TOO!!! DON'T EXCLUDE - DON'T PUNISH</p> <p>STOP BEING STALIN!</p>
1551	Northeast	<p>Please continue to involve the community in these decisions.</p>
1552	Northeast	<p>Madison to Milwaukee also needs an effective rail connection to get all the congesting traffic off the roads.</p>
1553	Northeast	<p>There have been studies whereas costs for road work projects have been reduced by simply closing a section of road. Work zones are extremely dangerous and people with cell phones while driving in work zones is getting worse. I know. I work in those zones. Completely closing a section of road would allow workers to work better and safer without the worry of getting killed on the job. This would result in the job getting finished sooner. Completely closing a road would also eliminate the need and costs for flaggers on site. This would all add up to lower project costs and faster completion of projects. The Federal DOT web site has information to prove my point.</p>
1554	Northeast	<p>Due away with toll roads</p>
1555	Northeast	<p>Continue to expand lanes on interstate highways. Traffic is only going to increase.</p>
1556	Northeast	<p>Active transportation, for a fraction of the cost per mile we can create biking and walking infrastructure that will help people live healthy and connected lifestyles and protect our environment</p>

ID	Region	Comment
1557	Northeast	Expand mass transit options.
1558	Northeast	multi-modal transporation.
1559	Northeast	Prioritizing workers and families safety and convenience.
1560	Northeast	more financial support for local transit systems.
1561	Northeast	public transportation in rural areas - connecting our small towns
1562	Northeast	Trains are a great way to connect to other states
1563	Northeast	Prioritizing proven impact areas for infrastructure, including diversified economic areas such as rail (both freight and passenger) and water (ports). Economic Transportation model cannot only include highways/semi prioritization.
1564	Northeast	Ensuring that transportation infrastructure is resilient and regularly maintained to avoid failures that would drastically impact the economy
1565	Northeast	Reduce TSA presence in air travel.
1566	Northeast	Improve and expand bicycling lanes, trails and passageways
1567	Northeast	We need to get a passenger rail service to connect to Milwaukee via Green Bay or a near city
1568	Northeast	Extend Amtrack to Appleton, Green Bay, Wausau to Minneapolis
1569	Northeast	Being able to link transportation to affordable housing. Many affordable housing options in Wisconsin (rural) do not have proper access to public transportation. For people living just above or below the poverty line, they have to choose between affordable housing or affordable transportation. This shouldn't be the case. Additionally, persons with disabilities are capable of working and providing to a robust economy (and most importantly, finding good quality of life). They struggle to find work options because they do not have access to proper transportation. Finally, our older adult population will be incredibly large in the coming decades. Our transportation options must meet their needs so that they may be contributing members to society.
1570	Northeast	Interstate and State hi ways should have the highest priority over all other roads.
1571	Northeast	transportation of people to work in areas where the jobs are
1572	Northeast	If transportation spending on roads it's so forth detracts from rebuilding the infrastructure that supplies water electricity and brought the phone to its residence then the transportation Hass to take second place. We need the other structures upgraded to there for future need. We do not need to ignore those issues in order to get merchandise faster to an individual home they will need water lights and phone always. They can wait for delivery of other consumable goods.
1573	Northeast	Speed control to provide safe transportation systems - speeding is running rampant.
1574	Northeast	It would be nice to have a transit system that runs 24 hours all year round even if it means cutting hours on Sundays and holidays. Without local bus service running on Sundays and holidays it makes it hard for people to get around to see family or even work or shop. A rail system that runs from Milwaukee to Green Bay would also be great to promote tourism in the cities the rail system would go through so people that would like to travel by rail don't have to go to Milwaukee or wherever to catch rail service.
1575	Northeast	Allowing people with disabilities and poverty to have access to transportation to attend school and employment, including options for evening and night transportation.
1576	Northeast	Trails for walking, biking, snowmobile and ATV.
1577	Northeast	Transit, keeping people moving to jobs, school, medical and retail.
1578	Northeast	A strong economy needs reliable, fast transportation. As the economy expands, there is more money for all other aspects of transportation needs. No stealing from transportation funds for any reason.
1579	Northeast	Return an emphasis to long range corridor planning based priority corridors and on budget constraints.
1580	Northeast	raise every new roads and reconstruction so roads will never be covered in water and prevent hydro planing
1581	Northeast	STOP letting the liberals in Madison who don't work real jobs make decisions for rural areas. WE NEED to be able to travel without punishment.
1582	Northeast	Maintaining the natural beauty of the county and state while moving people and goods should be the utmost priority.
1583	Northeast	Emphasis should be on local improvements. International aid should be cut.

ID	Region	Comment
1584	Northeast	Keeping roads free of potholes
1585	Northeast	Use federal matching funds when available to build rail system to bring commerce and rail through Wisconsin. Gov. Walker made a huge mistake. Let's not do it again. The Green Bay to Chicago corridor also needs an efficient rail system for all purposes. I 43 and I 94 will continue to be an overcrowded polluting nightmare!
1586	Northeast	ROADS and bridges. Spending money on passenger trains on new rails is wasteful. Let's rebuild failing roads and bridges that we NEED and USE.
1587	Northeast	The safety of vulnerable users. Setting the expectations higher to make all road users share the roads safely and respectfully. Education of all road users, mandatory for those who violate laws designed to protect others. Encouragement to use the roads on a bicycle or walking and making this or public transportation the only options for those who repeatedly violate laws designed to protect vulnerable road users.
1588	Northeast	Cut down on speeding, tailgating, DUIs
1589	Northeast	Keep roads and bridges in good repair.
1590	Northeast	Safety to tow truck drivers and to educate the slow down move over law. In the state of Illinois drivers are automatically given a \$10,000 fine for hitting a worker on the side of the road. The person who hit and killed my brother while he was working got no fine. We should make drivers more accountable for their driving.
1591	Northeast	Bus shelters and separate access lanes to keep riders safe. Social services for people who consider public transport housing.
1592	Northeast	Passing lanes. ROW width and clearing.
1593	Northeast	A safer bicycle network that encourages people to cycle more to get to where they need around their community. Additionally a statewide rail network that would allow for people to get to major destinations around the state without needing to worry about distracted driving or speed limits. A rail network would also allow for a more efficient transportation of many people while reducing the need for constant patrolling and maintenance of road systems.
1594	Northeast	Dedicated bicycle-only commuter routes accessing all hubs in cities and suburbs, and connecting major cities.
1595	Northeast	Institute at-license-renewal tests for rules of the road OR erect signs to educate drivers about what they forgot. I've been driving for 55 years. I see people baffled at four-way stops. They don't know passing lane purpose, Pedestrians on roundabouts are in peril. Drivers apparently don't know rules regarding school buses. Did they never attend driving classes?
1596	Northeast	Limiting the number of intersections on roadways that pose the greatest danger in crashes. Particularly on intersections where traffic is crossing divided highways
1597	Northeast	Having worked for an Aging and Disability Resource Center, I constantly heard from older adults and adults with disabilities that our transportation systems for them are not safe. I would highly recommend focus groups with these individuals and including them in the committees making decisions on our transportation systems. If we look at our citizens on a bell curve, we help the majority of citizens if we build our systems for the outliers.
1598	Northeast	Stronger push for distraction-free driving, particularly awareness related to cell phone use.
1599	Northeast	30 years from now we'll be trending in the autonomous vehicle arena making investments here less likely, unless, they're investments to make those vehicle operate more safely.
1600	Northeast	Better road quality, our roads are in pretty rough shape.
1601	Northeast	Right size the roads and advocate to change laws so people on skateboards and alternative electric scooters aren't pushed out of the public realm. Short local trips should not be pushed toward cars - they are easy and smart ped/cycle trips.  Design streets SMALLER for safety. Too much space = too fast speeds. Better use of ROW. Extra unused lanes for parking that never happens is wasteful.
1602	Northeast	Speed enforcement - changing driver culture to respect the engineering limits that have been designed to enhance safety. Too many people are in way too much of a hurry - speed monitoring devices to identify offenders and issue citations.

ID	Region	Comment
1603	Northeast	More patrols on state hwy.
1604	Northeast	Its great that Wisconsin is considering the implications of autonomous vehicles. We should not preclude the conversation when we plan transportation infrastructure improvements and should remain a agency engaged on the topic at the national level.
1605	Northeast	Cell phone use Left lane campers
1606	Northeast	line of sight improvements at intersections. longer merge lanes and ramps. longer decelerations /exit lanes at crossroads longer/wider bypass lanes when traffic is turning left. stop making decreasing radius curves
1607	Northeast	Ok - first of all - WHY do we keep worrying about this? Parents are scared to let their kids out of their sight because of human trafficking. Let's solve THAT problem! Do more with transportation dollars to stop those who are enslaving people from transporting them on our highways!
1608	Northeast	Easy to read road name signs at intersections, stop signs should be visible for 1/8 mile or more on country roads(no trees blocking the line of sight) even with stop ahead signs.
1609	Northeast	There should be an app for truckers to communicate with police of bad road behavior. One way is. Most of all truckers have video recordings in there rigs now. There should be a way to give that recording to police. To help control bad driving behavior. This will stop a lot of speed ups. When a big rig is trying to pass. It will also help stop cut offs from vehicles getting on and off of the highway. There is a lot of this going on. Police isn't always around.
1610	Northeast	Focus on active transportation, especially on short trips. Increased bicycle parking, prioritize bicycle routes to final destinations, incentives for businesses who encourage active transportation and reduced carbon footprint
1611	Northeast	the slow down of urban sprawl is important to me.
1612	Northeast	Nature corridors for animal movement (over or under infrastructure)
1613	Northeast	Life balance, more transportation options that don't rely on a personal automobile.
1614	Northeast	Making sure ramps that are at a safe angle are included so that wheelchairs and those with mobility challenges (like our aging population) can independently or with assistance get around in communities. Ensuring that in high access areas there are parking spots with ample room for people with wheelchairs to navigate without vehicles parked too close. It's also important that in more rural areas that have buses, that they run so that the people can have jobs. Too many are limited as to when they can work due to the bus routes closing early.
1615	Northeast	We need more sidewalks and sidewalks should be mandatory for all new construction. Bicycle paths and lanes to make bike riding safer.
1616	Northeast	Expanding pedestrian and bicycle integration into existing highways and bridgework to accommodate the growing population wanting to bike to work and elsewhere as a mode of transportation beyond just recreation.
1617	Northeast	Access to rural areas.
1618	Northeast	Public transportation in rural areas - connect our small towns
1619	Northeast	Integrate public transit systems with highways and other traditional transport systems
1620	Northeast	needs a holistic focus -- e.g., integrated local-state transpo plans that incorporate the needs of minority neighborhoods not only w/ transpo but the effect of these transpo systems on economic development plans, air quality, parks, aesthetics (i.e., not penning neighborhoods in with highway systems).
1621	Northeast	We need more passenger train options! It needs to be possible to get between Green Bay and Milwaukee, between Wausau and Milwaukee, between Eau Claire and Milwaukee using higher speed train travel. Please make this a focus! Train travel is safer, cleaner, more affordable for all, etc.
1622	Northeast	High speed rail throughout the state
1623	Northeast	Bicycle and pedestrian considerations should be a high priority
1624	Northeast	Always integrate creature safety into plans. EX: provide alternate crossing paths as in tunnels under roadway for turtle travel to nesting grounds.
1625	Northeast	Transportation must be balanced between vehicles, pedestrians, cyclists.



ID	Region	Comment
1626	Northeast	<p>We must stop using (burning) fossil fuels in our transportation system. Recyclables, especially photovoltaics and wind turbines can produce more energy than the Earth needs. Our sun produces more energy in one hour than the entire Earth uses per year. Preferably, the development of a hydrogen economy is the best clean method of providing this energy.</p> <p>Please be sure that your staff reads and studies what is taking place today: (Google in "Three South Korea Cities planning on a hydrogen economy by 2022").</p>
1627	Northeast	All transportation should be free of burning fossil fuels. Recyclable energy should be the driving force for providing energy for transportation with photovoltaics and wind turbines producing the majority of the energy. The ideal system would be to develop a hydrogen economy as is being done for three cities in South Korea. Google in "Three South Korea Cities planning on a hydrogen economy by 2022!"
1628	Northeast	Ensuring that transportation projects are not spreading or further propagating invasive species along our transportation corridors (which are known vectors of spread).
1629	Northeast	If Wisconsin is to thrive, people need to be able to access what they need. Bottom line is that our transportation system must reflect what we hope to see in Wisconsin in the future. Right now, transportation is limited to those few who can afford it, can access it physically, and know about it. Additionally, our transportation systems are old and are harming our natural resources. Wisconsin thrives on our natural resources, so our transportation system needs to mimic what we hope to see decades into the future for our natural resources, and also for our citizens.
1630	Northeast	Incorporating bicycle and walking paths
1631	Northeast	Connecting green spaces is an effective way to increase economic value for surrounding areas
1632	Northeast	infrastructure that works with natural flood plains rather than altering them.
1633	Northeast	<p>Management of invasive species in right of way mowing ( so bad now, your contract mowers don't know what they are spreading), and eliminating invasive plants during construction projects.</p> <p>Seriously, with work along the bridge in Appleton, they removed HALF of a mound of invasive Japanese Knotweed when they could have removed it all. The JK and surrounding garlic mustard are flourishing. They could have been removed.</p> <p>1- Remove invasive plants in right of ways</p> <p>2- During construction projects, identify and remove invasive plants. Please.</p>
1634	Northeast	Planting native plants/vegetation along roadways to create strong ecosystems.
1635	Northeast	I really think all roads should have sidewalks. Pedestrian access is terrible in some locations. For example, try parking 4 blocks away from Lambeau Field and walking to the stadium. Ashwaubenon has woefully few sidewalks. Entire subdivisions get built without sidewalks, and pedestrian traffic is forced to travel right alongside 35 mph traffic.
1636	Northeast	Having long distance public transport, like a WisTrain or other equivalent of Caltrain
1637	Northeast	Wisconsin needs catch up with other states in connecting and preserving trails.
1638	Northeast	New innovative technology and materials that upgrade our roadways for the future.
1639	Northeast	Land bridges over highways to cut-down on wildlife crossing highway lanes and causing accidents.
1640	Northeast	<p>Continue the good communication that is present with agency partners to these regards.</p> <p>SERIOUSLY!?! Could this BE more slanted against the hard working families in rural areas???!?!?</p> <p>STOP with your "Sky is falling" attitude towards the environment.</p> <p>WHERE are the quality of life related to stopping human trafficking? I-43 is a major trafficking throughway - spend some of the taxpayer dollars on that instead of worrying about the swallow's nests!</p>
1641	Northeast	<p>We need to preserve every single bit of our natural environment. Re build and repurpose the infrastructure we have.</p> <p>No new roads and infrastructure.</p>
1642	Northeast	more money spent on public transportation mainly rail with environmentally friendly efficient non polluting fuel source. Lets catch up with other highly developed nation: Europe and Japan.
1643	Northeast	Efficient and effective mass transit, not only within cities but between them in certain areas

ID	Region	Comment
1644	Northeast	Build bicycle and pedestrian infrastructure so it can be maintained and used 365 days per year.  Help those who do not bike understand how dangerous it is to bike around potholes, lineal cracks, spilled gravel and other hazards that would not impact the safe control of a car
1645	Northeast	Better funding for mass transit so you can be a regional transit rider not just in the area where the system is located
1646	Northeast	Marked and safe bicycle paths on or trails near all major roads
1647	Northeast	This is the highest priority
1648	Northeast	Selection of materials in the design phase.
1649	Northeast	How people utilize transportation can have a positive impact on their health and wellbeing (i.e. being able to walk or bike safely to a destination). This is also an economic incentive, as tourists that can easily access our natural resources with these means of transportation are more likely to appreciate it and come to see it. If our transportation system is focused on sustainability, it's practicing what it's preaching, which is one way of ensuring our citizens also do the same thing with our transportation systems, and their health.
1650	Northeast	Toll roads
1651	Northeast	Lower weight limits for trucks. No exceptions for favorite industries. More enforcement of weight limits. Almost all damage to pavement is caused by heavy trucks but little is done to enforce weight laws.
1652	Northeast	Having the funds to fix roads instead of waiting for a new project.
1653	Northeast	New corridors should take a back seat to preserving the existing corridors. Most existing corridors will be approaching 100 years of life on the original base they were constructed on. We can't just keep milling and resurfacing them forever and expect to get a return on that investment. Service lives are reduced with every perpetuation and slopes steepen beyond safe limits. Shoulder widening has proven to be a very effective safety measure yet some corridors can't support them since they were constructed too narrow to begin with.
1654	Northeast	Develop the best methodology for freeway improvements under asset management. Incorporate that methodology into corridor visioning/planning. This could be operations or needs studies that while precursors' are valuable to direct improvement projects that develop from them in the Backbone or 3R Program. Having priority corridors for this type of planning activity would be good strategy for infrastructure maintenance. For example resurface projects that can take the study scope and do smaller scale ramp or intersection terminal improvements during construction.  Look to the outcomes of the group in SE Region doing this safety operations cost benefit (IHSDM type) study on priority corridors. They have worked closely with NE Region DOT with valuable outcomes for I-41.
1655	Northeast	Need to move away from Gas Tax as major source of revenue. Need to move to Road Use Fees more equitable.
1656	Northeast	Use environmentally friendly solutions.
1657	Northeast	Use recycled material like glass and plastic to build roads
1658	Northeast	Safe and secure bike storage at park n ride locations to easily bike the last 3 miles of a trip. Buses designed to transport bikes inside, fitting more than 3 per bus Amtrak from Oshkosh to Green Bay with bikes Water transport from Oshkosh to Green Bay with bikes
1659	Northeast	Safe and secure bike storage at city centers and final destinations Update rails and trains to high speed. Expand stops lower prices.
1660	Northeast	Convenience for paying for trips and connectivity of payment and schedules for different modes of transportation.
1661	Northeast	Network of rapid charge stations to encourage the use of electric vehicles, especially for people who don't own a home.

ID	Region	Comment
1662	Northeast	More train travel.
1663	Northeast	Rail and bus options, that's it!
1664	Northeast	Improved internet accessibility in remote areas. More direct routes between cities. More rails to trails projects in Northeast WI
1665	Northeast	Public transportation options leading to northern Wisconsin communities restore bus and rail connections??
1666	Northeast	Get poor working people to jobs. As a service industry economy, we need comprehensive weekend bus transportation. Make bus passes affordable. Offer employers grants to partially reimburse PUBLIC transportation costs for workers. OR develop a state-sponsored refund/rebate of public transportation costs. Filing for refund could be similar to Homestead Credit process
1667	Northeast	We need to expand passenger rail service in the state to connect Milwaukee to Green Bay or farther north
1668	Northeast	I think this is the most important area of need in our transportation system. We need more ways to stay connected to other parts of our state and the midwest.
1669	Northeast	Train connecting Green Bay, the Fox Cities, Milwaukee, down to Chicago
1670	Northeast	I just want to reiterate a point above. Added service for Amtrak through Northeast Wisconsin could effectively connect the entire eastern portion of Wisconsin (and Upper Michigan, and potentially Canada) to existing routes via Chicago to destinations like St. Louis, New Orleans, and more.
1671	Northeast	More bike/pedestrian bridges across major obstacles like rivers and freeways
1672	Northeast	I would love to see a train that would run from Green Bay to MKE/Chicago and Minneapolis! It would make it easier to use airports in those areas if people could have a quick option to get there!
1673	Northeast	A dedicated bus route supported in part by the manufacturer for its workers to arrive at work with opening and closing of shifts be the timing would not be a bad solution for the overcrowding of highways because the factory is away from the residence of the workers.
1674	Northeast	Pedestrians and cycling. Alternatives to cars.
1675	Northeast	Public transportation needs to be affordable. Options for free public transportation for people who have disabilities or are low income can offer new opportunities for integration into communities. Public transportation during the evening can offer more opportunities for employment, school, appointments, and visits with family.
1676	Northeast	Quit spending so much money on city buses. They rarely have any one of them. There is no reason for the rest of Wisconsin to be funding these.
1677	Northeast	Develop an intercity transportation system similar to BritRail for non-drivers to be able to get around Wisconsin.
1678	Northeast	Affordability for users
1679	Northeast	Having a long range plan to service to more cities with rail service would be huge benefit.
1680	Northeast	Keep rural Wisconsin rural.
1681	Northeast	Many areas are out of range for a lot of the services. Those areas should not have to be burdened by such projects.
1682	Northeast	Higher impact usage should have higher impact fees.
1683	Northeast	Mileage-based is very appropriate for commercial transport, and very inappropriate for private citizens-an invasion of privacy.  Tolling is a regressive tax and creates an undue burden on lower income people.  If more public transport were available, it could be taxed to make up for the lost in gas tax.
1684	Northeast	Public transit is important service and should be considered when securing additional transportation funds.
1685	Northeast	NO TOLLS,!

ID	Region	Comment
1686	Northeast	Statewide bike tax on all bicycles sold in the state to fund bike lane projects.  Tax or fee on packages delivered within the state by carriers such as ups, Amazon, fedex. People order online saving themselves a trip, but transportation systems are still used
1687	Northeast	Increase fees for an individual licensing more than two personal-use vehicles. Adopt fee structures to lower fees on electric or hybrid vehicles.
1688	Northeast	I am a cyclist. I would be willing to pay a registration fee annually to pay for more separated drive lanes.
1689	Northeast	Put in a wheel tax with no exemptions for any sector so that all users pay
1690	Northeast	Hwy 41 expansion from Appleton to Green Bay needs to be completed and include sound barriers where needed.
1691	Northeast	Bike and ped facilities can be installed along with infrastructure projects and may be covered by grants
1692	Northeast	Private funding and private control and management should always be the first choice in any project. And any project being considered should be presented to the voters via referendum.
1693	Northeast	Industries or corporate that require new and more durable access to public roads should pay for their own upgrades. The public road does not need to support the heaviest truck in the world in a residential area. Delivery services can be utilized to deliver smaller loads if necessary. A dirt road in downtown is not necessary nor it necessary to have 12 inches of concrete in a residential section.
1694	Northeast	Don't put the sole burden on Wisconsinites. Gas tax provides a fairness related to operation and use of vehicle - indirect user fee. No other measure needs to be determined unless the funding is raided. Toll Roads would be ineffective and shift vehicles to parallel routes which defeats the purpose of having our key highways identified for which the majority of traffic should be using and funding is spent. This would equate to having to spend more repair money on the secondary routes creating a greater funding issue.
1695	Northeast	Charge bicyclists for their bicycle infrastructure. I am tired of being bashed and insulted for driving by the likes of the Wisconsin bicycle federation. No to tolling. I don't know what other sources would be other than gas tax.
1696	Northeast	I've been in Wisconsin for 20 years. Coming from another state that uses the sales tax to help fund the DOT. This also kept property taxes down. Example the state had a 5% state tax and the County could add 1% if needed which they did and the city could add 1% for a total sales tax of 7%. This insures everyone is contributing even tourists to help our state and reducing the burden on homeowners. The biggest issue I have is the high property taxes here. Also, my previous state charged plate fees based on the value of the vehicle. Buy a new car, prepare to pay \$500 to register it. It must have had a 5 year plan to get down to the regular plate rate. Just a thought - as I get closer to retirement we are looking to move to a retirement friendly state although we really love it here.
1697	Northeast	Equitable funding of the transportation system is a priority and needs to be explored and implemented. Without proper sustainable and predictable funding, planning and maintaining or expanding on infrastructure will continue to fall behind. A combination of user fees will be necessary, there is no one solution.
1698	Northeast	Electric Vehicle transportation. as battery technology improves, the use of these vehicles can reduce the dependence on gas fueled vehicles, also reduces the noise pollution, they are cost effective, and minimum maintenance is required vs gas run vehicles.
1699	Northeast	Seriously - AGAIN with punishing people in rural areas??????? STOP with this socialist view that everyone needs to live in the cities!
1700	Northeast	The gas tax is simple, the more you drive the more you're contributing. There's no need to waste money building a toll system or requiring everyone to report their vehicles mileage for the year and charge based on that. Just keep it simple.
1701	Northeast	Let's get those Japanese bullet trains
1702	Northeast	Efficient high speed trains potentially replacing highways could be an excellent economic and environmental opportunity.

ID	Region	Comment
1703	Northeast	It would be nice to see more public transportation options in touristy places, at least for the season. I have experience working in Door County, so I'll speak to that... I think drunk Illinois residents would benefit from safe rides home, traffic would improve if there was some sort of shuttle in between towns, and people would be much more willing to work up there if they didn't have to own a car. you could tax the FIBs to fund it! just kidding :)
1704	Northeast	Better road quality and transportation funds are for JUST that. Not teachers or lining anybody else's pockets!
1705	Northeast	It is imperative that newer technology, like autonomous vehicles, are properly tested and programmed to recognize ALL modes of transportation (motorcycles, bicycles, pedestrians, trains, animals, etc.) before they are implemented on our roadways. They also need to be able to respond appropriately to these types of transportation.
1706	Northeast	More public or public/private transportation options for 2nd and 3rd shift workers. We need transportation for them so that people who want to work those jobs, can, regardless of if they own a car or not.
1707	Northeast	I would love to see increased bike safety measures such as barriers for bike lanes, and more bike lanes.
1708	Northeast	I know it falls under inattentive driving we don't need any more bans BUT, Ban Cell Phone Use While Driving,,,PERIOD!
1709	Northeast	Creating motorcycle awareness and teaching other drivers how to interact with motorcycles on the roads appropriately
1710	Northeast	Be wary of noise pollution and disrupting natural habitats.
1711	Northeast	I just am finding out about Wisconsin's extensive rail-to-trail network, and I think that more people should know about them! They benefit communities in multiple ways and increase the quality of life for people in Wi.
1712	Northeast	I also feel that city planning should continue to increase "walkability/bikeability"... if I can walk or bike somewhere, I will do that instead of taking my car. I am appreciative of efforts in Appleton towards this goal.
1713	Northeast	I wonder about the impact of self-driving / automated vehicles.
1714	Northeast	Investment in mass transit systems, for the workers to travel to/from work and contribute to the economy
1715	Northeast	Thank you for sharing the link. I found a mistake, however. Look at 05 What trends can affect economic activity, under the economic activity tab, you have the wrong label on one of the chart heading. "Earnings" should be replaced with "Employment".
1716	Northeast	Many people commuting to work would like to have Train/bus/high speed options that eliminate driving themselves, and offer comfort and Internet access so they can work/study/research while on their commute.
1717	Northeast	We blew it when high speed rail didn't happen. Even if it went from MKE to La Crosse or the Twin Cities, that would be HUGE for us.
1718	Northeast	Ongoing drivers education .... perhaps some public service campaigns to review proper use of acceleration lanes.. the difference between yielding and merging... what are blinkers and why are they important... the proper lane usage in a round about .... Scrambling the text features of cell phones in cars with only a driver ... what's the difference between a white solid line and those that are not solid... cost effective ways to manage speeders — more cameras? Technology? Since it seems the only incentive to slow down is punishment (sign)
1719	Northeast	Don't be discouraged by rude and unkind ppl — sadly it seems to be popular these days to be nasty and snarky to anyone trying to improve / change / make a difference. Your work is appreciated
1720	Northeast	The use of rail will be important as we move forward. I believe it was short sighted to turn a lot of the rail lines in Wisconsin into bike paths. Rail lines need to be repaired.
	Northeast	Increased safety for railroad crossings will become even more important when rail is used to move more goods and people.

ID	Region	Comment
1721	Northeast	We need a 4 lane highway from Green Bay, through Wausau and to the Twin Cities in Minnesota. There has already been money spent on the biking and walking paths. We need to spend money on new ideas. Increasing Amtrak to more cities is very important. The line should go through the Fox Cities to Green Bay and through Sheboygan to Green Bay.
1722	Northeast	The funds to properly maintain Wisconsin roads has been lacking in the past. We would not have so much repair if proper maintenance and design was done.
1723	Northeast	Bring back rail transportation for both people and goods. Create a 4 lane travel corridor between Green Bay, Wausau and the Twin Cities in Minnesota. Add two Amtrak lines to Green Bay from Milwaukee. One through Sheboygan and one through the Fox Cities.
1724	Northeast	Don't let Scotty walker back in as governor otherwise throw everything down the toilet because he let everything run down while he was governor.
1725	Northeast	Index fuel tax to road construction cost increases.
1726	Northeast	Transportation options that will allow for all socio-economic classes to use equally. This could be to work sites and public transportation to new and existing businesses adding to economic growth and financial gain in lower to middle class. Easy access to travel throughout the state on business (cheap/same day in state flights or near by larger metropolitan areas, joining corridors, trains, or good highway conditions).
1727	Northeast	Increased emphasis on non-motorized transportation (walking and bicycling) is needed in Wisconsin, along with better integration of the modes. Years ago Wisconsin led the country in trail development and biking/walking policies, but lost that position under Scott Walker. Now we can restore that emphasis and again attract substantial tourism and healthy travel options for the Badger State.  In addition, public transportation, both rubber-tired and light rail, offers real opportunities for viable mode choices for low income populations and those with mobility challenges. These will be especially vital to an aging population.
1728	Northeast	Build future-forward transportation systems that increase our Wisconsin pride in our natural environment. Make sure to respect and work with indigenous communities as well as minority and low SES folks. DEFINITELY reduce (if not completely eliminate) reliance on fossil fuels which are contributing to the climate crisis.
1729	Northeast	YES YES YES Can you also add Green Bay and Eau Claire to the high speed rail?
1730	Northeast	High priority on transportation alternatives, from public transport methods to individual alternatives like bikes and pedestrian walkways. Ensure transportation is ADA compliant and beyond, fully accessible to people with disabilities.
1731	Northeast	High priority for safety, of course!
1732	Northeast	Increase reliance on new and sustainable energy sources, and make sure public transportation is as accessible as possible to the disabled, elderly, etc.
1733	Northeast	Tax the rich! Please do not impose tolls or mileage taxes on drivers because people of all socioeconomic statuses need to use transportation to get to work and important appointments, and a transportation tax would hurt them. Higher taxes should be imposed on wealthier state residents, via taxing commercial properties, sales of luxury goods, and state corporate taxes. I would also vote to end any state-level corporate tax "breaks," "vacations," or special deals for Foxconn and the like. (Kudos to the EDC for canceling the Foxconn deal since they didn't meet the original terms.)
1734	Northeast	Fix the roads we already have
1735	Northeast	Connecting rural areas with the cities where the necessary services are, like hospitals, treatment programs, and social support functions (food banks, support groups)
1736	Northeast	Actually enforcement, radar, or cameras. People disregard the laws and signs because they know there will be no consequences.

ID	Region	Comment
1737	Northeast	Better long range planning if a road needs to be redone but utilities under the road will need to be repaired/replaced in 2 years resulting in the road needing to be ripped out again things should be coordinated so the cost of tearing out and repaving are only incurred once.
1738	Northeast	Knowing what localities already have extra taxes for roads. We pay to register our vehicles, pay a municipal wheel tax, and pay an additional half a percent sales tax all to maintain roads that are crumbling. After all that when a road is actually repaired properly, not just patched we are assessed for the cost.
1739	Northeast	Riding on the interstates in Wisconsin is dangerous. People hauling trailers and recreational equipment have a difficult time going 65 couple that with most people going 75 or 80 (many faster and texting). I am shocked that there aren't more big accidents .
1740	Northeast	No more roundabouts!
1741	Northeast	No more roundabouts!!!
1742	Northeast	Build the Depere bridge already!!!
1743	Northeast	We are paying big money for roads Bridges overpasses that are built wrong inspectors are not allowed could do anything for check for material quality projectsupreme Play Strong overpasses have big bumps on the ends where they meet the road I drive them everyday it's just ridiculous
1744	Northeast	Please spend more money on light rail for passengers and less on pouring more cement for roads. Reserve the roads for freight traffic.
1745	Northeast	More light rail, please. I love using this service in city's that have it.
1746	Northeast	There are so many unused and defunct railways that would make wonderful interurban trails. I live in Cleveland, WI along the Lake Michigan shoreline. The old railroad tracks would make an amazing recreational trail that could connect Sheboygan with Manitowoc. What if the trail in Oostburg could be connected to these old rail lines and further connect the lakeshore area for addition recreational use?
1747	Northeast	Mass transit!
1748	Northeast	I don't feel Amtrak has been successful, but a modern high speed train system that has multiple stops and is at least competitive or cheaper than air would be ideal.
1749	Northeast	Wisconsin is lacking in good East to West highways.
1750	Northeast	Tolling is annoying. If we are looking for alternative ways other than a gas tax to increase revenue it should be vehicle weight. Heavy vehicles wreck roadways, if it is driven on a public roadway it should be subject to a fee, no exceptions for construction or farm vehicles.
1751	Northeast	Hover/flying cars still aren't available.
1752	Northeast	Strong passenger train system like Illinois had.
1753	Northeast	Reducing dependence on fossil fuels and encouraging development of hybrid and alternative fuel methods of transportation. Safety (!) of people, products, and surrounding areas. Long-term reliability and safety of transportation structures. Expansion of mass public transportation systems and affordable access to different transportation systems for everyone from the common bus passenger to the company shipping freight by rail.
1754	Northeast	Shifting away from our reliance on fossil fuels and creating environmentally-conscious transportation systems that are effective and safe will be a critical area of development in the next quarter century. The states and countries that can capitalize on this will have a significant advantage going into the second half of the 21st century.
1755	Northeast	Iowa City had a Cambus (free) bus system that I used long after I graduated. I did not purchase my first car until I was 37 years old. I used public transit, mechanical (bike and walking) and the campus transit.
1755	Northeast	There are many improvements our small town could make with some of the roads and traffic issues but are often hobbled because the roads are state highways and it seems to be difficult to make adjustments tailored to individual towns and cities. Lots of paperwork and few government staff to manage these requests.



ID	Region	Comment
1756	Northeast	<p>-PLEASE use a different color than white for center lines or paint them more often. At night, when it's been raining or snowing, the road is gray or black and the white center line has faded, it's really hard to see and stay in the lane. Rumble strips are okay, but you have to cross the center line to know where the center line is. Not safe.</p> <p>-Please consider adding a pamphlet that tells the drivers what new road laws have been passed the past year. Insert it with the license plate annual sticker? I've been driving for over 50 years and I'm sure the laws have changed or been added to. Windshield wipers on when it's raining? Illegal to have a cell phone in your hand while your driving in WI? Great to make all these safety laws, but worthless if the population is uninformed.</p>
1757	Northeast	I would be against any tolling except for perhaps at the borders of our state
1758	Northeast	Perhaps more emphasis should be placed on driver education and rules of the road. Sometimes this should be more of a priority whether a driver is a newbie or an experienced driver.
1759	Northeast	Driverless cars need to be studied more. At least with a driver, someone is doing the driving and not something.
1760	Northeast	Complete and add to closed Interstate System (e.g. Hwy 41 Green Bay to Marinette/Menominee; Hwy 141 to Iron Mountain and Hwy 2 (bypass Niagara); Extend I-39 to Hwy 8; Hwy 29 Green Bay to Elk Mound; Hwy 10 from I-43 to I-94; Hwy 18 from Madison to Prairie du Chien; and Upgrade Hwy 21 from Oshkosh to Tomah.
1761	Northeast	Build more interchanges where appropriate and continue building roundabouts.
1762	Northeast	Reducing the number of vehicles on the road and miles driven makes all of the other goals easier to achieve. Changing people's behavior takes time, but this is a 30 year plan.
1763	Northeast	While all of the topics are important, none can be successful without maintaining Wisconsin's infrastructure system. This includes viewing alternatives to automobile travel (mass transit, walking, and biking) as an integral part of the system. Walking, biking, and using mass transit reduces the number of cars which reduces maintenance costs and pollution.
1764	Northeast	I'm someone that would benefit from a mileage-based system but don't see it as achievable and possibly not fair. A well designed and managed transportation system benefits me in ways beyond my personal miles. My life is better when the common good is well served. I am willing to pay for that.
1765	Northeast	Mass transit throughout the Fox Valley by high speed train or subway with connect to Milwaukee and Chicago. Express service between major hubs from Chicago north to Green Bay along lakeshore and Winnebago routes. Commuter trains between Green Bay and Appleton with spurs to major parts of city. From Green Bay north, tourist train in a loop through the north woods.
1766	Northeast	Make it high speed and electric or magnetic.
1767	Northeast	trains to and from our large and medium cities, crisscrossing the state. Stop removing tracks.
1768	Northeast	don't let Republicans make any decisions on their own.
1769	Northeast	Bring back the trains and depots and add bus service where they connect through out the entire state. Our roads are packed with people rushing and causing accidents and to get away means options only to Milwaukee, not right. We have a beautiful state and rail goes off the beaten path to many areas most folks would enjoy without having to drive and even the disabled could get out more. The northern counties are basically only accessible if you drive or find someone to drive you. Busses take forever and travel already congested and crazy highways, but trains are easy, travel faster and can access many areas and give people down time to take in all the beauty WI has to offer.
1770	Northeast	I would like to see an east west corridor developed between Appleton and Manitowoc county that is 4 lane divided, limited access. The current route, Hwy. 10 stinks. We need a freeway type of highway to connect these 2 points, not some country bumkin road!!!
1771	Northeast	I've just completed the survey. Thank you for allowing my input.
1772	Northeast	The survey was very well written and complete answers were available. There was also space for individual comments which was nice.

ID	Region	Comment
1773	Northeast	I am concerned about the excessive traffic on Highway 76 North from interstate 41 up to Wisconsin 15. With the increasing development west of Appleton, truck traffic has increased by the way over 400% over the last several years. That truck traffic along with the increased automobile traffic over the last several years and the unregulated speed along those stretches of highways is a dangerous situation. And now we are looking at the harvest season in all sorts of tractors and farm equipment on the road. We also have a number of roundabouts that have been installed but people just do not follow speed limits and are not courteous. How do you propose to handle this
1774	Northeast	In 2050, its most likely that most cars will be electric and autonomous for both personal vehicles and trucks. Support infrastructure and new regulation will be needed as it will become dangerous if a vehicle that is not autonomous drives on the roads i
1775	Northeast	Try to improve the infrastructure with as little infringement on the natural environment and people's homes as possible.
1776	Northeast	<p>Passenger trains should not be expanded outside of the existing service areas, although more frequent or faster service should be considered.</p> <p>Please address hurdles to widespread AV use in the plan.</p> <p>Please address societal changes as a result of the pa</p>
1777	Northeast	My biggest desire is to see a 70 mph route between Manitowoc county and the Appleton area tying in at Hwy 441.
1778	Northeast	I think the use of mass transit for both people and cargo will become more and more important. Wisconsin is behind in preparing our rail system for the benefits in the economy of scales and increased efficiency offered by a better rail system.
1779	Northeast	<p>Signage that addresses the changes in vision that we experience as we age....</p> <p>Colors, fonts, could be friendlier</p>
1780	Northeast	Stop expanding roads so much. Some need it but others don't. I'd rather see us spend the money on good alternatives to passenger cars.
1781	Northeast	Stop spending money on bike trails, pedestrian walkways etc. Bikes pay no taxes (as autos and trucks do)
1782	Northeast	By 2050 Battery electric vehicles with advanced driver assist systems will be the norm. The state's transportation infrastructure has to make sure it is designed up front to be ready for this modern transportation methods.
1783	Northeast	Out of state heavy through put should be moved on dedicated rail to reduce wear on highways and safety for cars.
1784	Northeast	Stop wasting or money. We need a business approach to solving problems, not a government approach
1785	Northeast	Wisconsin needs at least one major multi-modal facility on a major rail line in the state. Wisconsin has four class 1 railroads in different areas of the state. WisDOT working with those companies can build several multi-modal facilities to reduce truc
1786	Northeast	<p>expounding upon point 2: revitalizing the ports of Green Bay to draw in water shipping from across the great lakes.</p> <p>Point 5: LOCAL roads especially. Local roads take a beating during the winter months and many medium size cities [Eau Claire, Green Bay] c</p>
1787	Northeast	I would like to emphasize the importance of improved rail access to our state. Wisconsin is famous for our agricultural and industrial products. We are handicapped by our lack of a cost effective and efficient method to load and ship containers by rail
1788	Northeast	<p>High speed rail?</p> <p>Connecting Green Bay to Milwaukee via rail.</p> <p>Using the very best material to build our highway system. Let's not skimp on cost.</p>
1789	Northeast	Sustainable revenue sources for transportation that are primarily user based.
1790	Northeast	Multi-modal transit. No new lanes if not needed!!!!!!
1791	Northeast	Passenger Rail
1792	Northeast	We need to look at getting rid of speed traps and areas where traffic is slowed down. This will save time and fuel.

ID	Region	Comment
1793	Northeast	Ongoing training for people regarding new transportation or road designs such as the roundabouts.
1794	Northeast	Thanks for engineering safe. Now: Education. Enforcement.  Get the drunk drivers off of the roads. Build more roundabouts so that everyone is moving!
1795	Northeast	Driving under the influence of alcohol and drugs....We've got people driving into buildings night and day, people driving off with needles in their arms  THIS IS NUTS!!! And it is the biggest problem we face with transportation. It isn't safe night or
1796	Northeast	Use and regulation of automated vehicles.
1797	Northeast	Protected bike lanes! Sidewalks! Multi-modal options.
1798	Northeast	I feel it is important for future transportation planning to incorporate designs to help push technological safety features. For example lane markings that driver assistance systems can easily recognize.
1799	Northeast	Scheduled Maintenance
1800	Northeast	All cell phones have a gps in them. They know how fast we are going. At 25 mph shut off text !
1801	Northeast	None of these cover enforcement. The three "E" of highway safety are education, engineering, and enforcement. You can design a safe road and teach people to drive safely, but there must be a strong enforcement component that ensures drivers comply wi
1802	Northeast	Allocating funds to help fight invasive species, provide wildlife crossings in high issue areas, as well as providing communities across the state resources to maintain roads in an environmentally respectful way [i.e. salt alternatives that are just as e
1803	Northeast	Bike and pedestrian accommodations where it makes sense.
1804	Northeast	Roads aren't just for cars—it's time WISDOT changed their ways.
1805	Northeast	Wisconsin needs to be on the forefront of the transition to battery electric vehicles. It needs to make sure that the transportation system and the power grid are in sync.
1806	Northeast	Need to design roads that have an 8' section to the right of the driving lane that is separated by a solid white line. This 8' section an be used to park cars, ride bikes, etc. We don't need to have parking just on one side to accommodate bike lanes.
1807	Northeast	Explore other states' award winning transportation and innovative designed road systems.
1808	Northeast	Please implement road diets so that the land can be returned to better uses.
1809	Northeast	I feel that Wisconsin has made a wise choice by implementing the use of round-abouts where streets and county highways intersect. I also feel that greater use of the diverging diamond arrangement at freeway access points should be used more in the future
1810	Northeast	Construction on a road should be around the clock to minimize the restriction to traffic. And restrictions to traffic should only be in construction zones not where construction will be in 2 weeks. Make the restrictions as small as possible.
1811	Northeast	Electric cars and charging stations at reasonable prices. Perhaps having Driverless cars stationed in central areas that can pick a person up and drive them where they need to go eliminating the need to purchase a car of your own.
1812	Northeast	Sidewalks. Encourage local governments to build sidewalks or the state will limit local road aids.
1813	Northeast	A true limited access freeway between Manitowoc and Appleton to avoid Hwy 10 and having to drive through the small cities along the way has been desired by myself and many others for many years, if not decades! Whitelaw, Reedsville, Brillion and Forest J
1814	Northeast	Regional transit, especially in the four county region in Milwaukee! We need to stop taking a piecemeal approach. Make RTAs legal again.
1815	Northeast	Midwest Passenger rail service
1816	Northeast	raise the gas tax or at least let it rise with inflation. the gas tax is the fairest system to make sure all users pay for roads. out of state drivers that drive in Wisconsin would pay when they fill up, aliens or non citizens would pay when they fill u

ID	Region	Comment
1817	Northeast	Tolling as a way to contribute to transportation funding for Wisconsin: out of state tolling. Many out of state drivers use our roads, considering our tourism draws, so charging local residents may be asking too much, but asking out of state drivers to c
1818	Northeast	Index the fuel tax. Increase the registration fee to \$100 for standard vehicle with built in modest increases.  Opposed to tolling. Opposed to mileage-based user fee.  Allow for Regional Transit Authorities / let local units of government decide what is
1819	Northeast	I feel that trucking should pay the lions share of road taxes since these vehicles take the heaviest tolls on our roads and highways. It may also help to get shipping companies to utilize rail transportation more within our state in the future.
1820	Northeast	Implement tolling. Raise the gas tax so tourists pay for our roads. Don't be afraid to spend money on multi-modal projects.
1821	Northeast	Rural roads including county highways and township roads
1822	Northeast	If we go to toll roads, the taxes collected need to be reduced! We are over taxed now! We do not need more! We need to spend the money more efficiently.
1823	Northeast	I am concerned about the excessive traffic on Highway 76 North from interstate 41 up to Wisconsin 15. With the increasing development west of Appleton, truck traffic has increased by the way over 400% over the last several years. That truck traffic along
1824	North Central	We need to be wise about growth in Wisconsin. There are few pols that don't run on a pro-growth platform. Growth, however, comes with growth in problems. Law enforcement needs, environmental degradation, air quality, water quality, transportation needs, schooling, healthcare, care of our elderly population all must reconsidered before we sacrifice quality of life for growth. Quality fo life and sustainability resources have to be our priority.
1825	North Central	Look at allowing more public transit between rural communities
1826	North Central	We need more options in rural and central Wisconsin for public Transportation. Many individuals are limited to the one cab service we have in our area and it can be pretty pricey. Plain and simple there are not enough options in the Wood County area, especially between Wisconsin Rapids to Marshfield or Wisconsin Rapids to Plover/Stevens Point area.
1827	North Central	Lack of affordable public transportation continues to be a serious concern in my rural county located about one hour north of Madison. Fewer people, fewer resources. Yet the distance to travel for needed services and amenities is far greater due to miles and miles of rural roads and insufficient access to nearby healthcare, stores, service centers, etc. Increased public funding for rural transportation needs AND policies that ensure flexible scheduling is critical -- especially for disabled, elderly and low-income people. These needs are vital for the health and safety of our citizens and for their quality of life as part of a caring community, county and state.
1828	North Central	There is no bus service available .I mean buses lke greyhound bus lines that operate in this rural area. Tour buses are not equipped with wheelchair lifts. If you can not climb steps you can not go on a tour. there is the the bart bus system that operates in the area. To get a ride for a out of town medical appointment I would need to call logisicare. I used to be able to schedule rides with North Country independent Living but last time I needed a ride I was turned down.
1829	North Central	U. S. 10 bypass should be constructed from mile 237 or mile 230 to I-39, U. S. 51 (Mile 156) at Plover to eliminate the congestion on the east side of Stevens Point. Also possibilities of construction of a freeway along or near the vicinity of Wis 173from Tomah where I-90, I-94 split to Port Edwards to Wis 54 (River view Expressway) in the Wisconsin Rapids Micropolitan Area to I-39, U. S. 51 in Plover, WI.
1830	North Central	Can we get trains throughout Wisconsin? Something like in Europe where the trains visit and can get to every city in the coutry or state?
1831	North Central	I don't envy your jobs in distributing the dollars but please don't leave out the small rural communities as they try to keep their roads in a good condition for residents and visitors alike!

ID	Region	Comment
1832	North Central	Lower impact modes and lower emissions should be rewarded, not punished by a bigger fee on hybrids and electrics.
1833	North Central	Gasoline and diesel engines must be completely eliminated from the Wisconsin transportation system.
1834	North Central	Let's have a multi-use path from the Mississippi River to Lake Michigan.
1835	North Central	I worry that as cities become larger, public transportation cannot serve everyone. The solution might be to create transportation islands where public transportation is alive and well. I fear that residents would then have to choose to live in an area with or without good public transportation.
1836	North Central	I'll be dead or 101 so I may need public transportation
1837	North Central	Self driving cars will need to work together with human driven cars. Some people will refuse to own self driving cars. They will think their freedoms are taken away. Self driving public transportation is the future. People can order a self driving ride share from their phone and get picked up to go to work or hospital. Self driving cars will eliminate drunk driving fatalities.
1838	North Central	There will be many more fuel efficient cars/SUVs like Hybrids or Electric cars on the road in 30 years. The state will lose a lot of money, since people will be using less gas (thus, less revenue from the gas tax). Other sources of revenue will be needed. I oppose a toll system on the WI interstates, since I believe we need to encourage people to travel into and through our state. Maybe the annual registration fees for cars need to increase. the newer the car, the more you pay in registration fees, like insurance. making those who own an Electric or Hybrid car/SUV pay an extra \$75 fee per year during the registration renewal should be discontinued, as the state should seek ways to encourage energy efficient and Green methods of transportation (people using hybrid/E-cars), not penalizing them because they are using these fuel efficient cars/SUVs
1839	North Central	finding a way to keep the snow and ice more clear on the roads to ensure safety would be a wonderful concept in our area.
1840	North Central	Between 2015 and 2040, the population ages 65 and older is expected to increase by over 600,000 people (72%). By 2040, 18 Wis. counties are projected to have at least 33% of their total population ages 65 and older, with three of these counties estimated to reach 40%. This dramatic growth in the aging population, in combination with people with disabilities and younger non-drivers will require increased investment in transportation systems to keep citizens connected to and engaged in their communities.
1841	North Central	While there have been improvements in the roads/highway system this year, many roads are still woefully inadequate.  An event such as RAGBRAI in Iowa would do much to increase tourism in Wisconsin and would do much to direct attention to improving county roads and highways in the State.
1842	North Central	More should be done to prevent Vehicle vs. Wildlife collisions. Look into implementing wildlife bridges over major highways. (Like an overpass but has grass and stuff growing on top for deer and such to cross the freeway/highway safely)
1843	North Central	Most transportation innovation starts on the coasts and spreads to the mainland. Don't let Wisconsin follow this trend. Our motto is Forward. As soon as there is an opportunity to invest in an innovative technology that could reduce greenhouse emissions and budget-spending down the line, take that opportunity, even if it doesn't pay off in the short term. Don't be conservative because it doesn't seem like something Wisconsin could lead in. Don't wait for California or New York to set a trend. The future can start in the Heartland. Take a chance on solar. Keep moving forward.
1844	North Central	Please just fix our roads
1845	North Central	Solar panel roadways. Look it up on YouTube. It'd be pricey to start, but would eliminate the need for winter upkeep, reduce cost for maintenance, and it's solar, having a potential to supply the state. It raises the bar on safety, saves on signage, and has so many positive points for in the long run
1846	North Central	High speed rail, regional transit authority in the state, secured funding for public transit both at the state and federal level. The transit systems across the country were essential during COVID So we should fund it as essential now and in the future.
1847	North Central	I'll likely be dead by then.

ID	Region	Comment
1848	North Central	The population of people with visual impairment is expected to double by 2030 because the baby-boomers are aging. It will be important to remember this as future transportation plans are being considered.
1849	North Central	30 yrs from now should almost be fossil free.
1850	North Central	I would like to see less automotive traffic and more railways for use by both industry and general population.
1851	North Central	Changing the roads & updating them on our reservation is important
1852	North Central	Consider alternate energy transportation
1853	North Central	Busses, trains, bikes, and walking paths! Try to reduce the need for cars.
1854	North Central	Bridges need to be replaced including rural areas, and funding should be used for places that are having roads washed out from storms like it keeps happening in northern wi, ashland/Bayfield areas
1855	North Central	Wisconsin needs a vision of what we want our transportation system to look like and I hope that comes out in Connections 2050. If we don't have a vision to work towards, we will continue to do things the way we always have and that won't be able to happen with funding constraints and partisanship. WisDOT has done great work under Sec. Gottlieb and now Sec. Thompson. That is not recognized enough. The Sec. and staff are too often caught in a partisan battle.
1856	North Central	My 10 year old expects flying cars, or perhaps we will have personal drones
1857	North Central	Have community meetings in the evening so others can participate... advertise meetings and projects more
1858	North Central	CO
1859	North Central	Focus more on maintenance of existing system. No new highways.
1860	North Central	Hopefully expand the rail system.
1861	North Central	<p>Consider how much time and energy (gas, oil, electricity) is lost by traffic stoppage when it could be avoided.</p> <p>Synchronize traffic flow. Spread travel time over 24 hours rather than peak hours. Regulate vacation times to avoid congestion.</p> <p>Prepare for the emergence of alternate forms of transportation (think drone travel).</p>
1862	North Central	<p>We need to look at how we do business on maintenance. The old way of having locals maintain the state infrastructure needs to be reviewed for change. Begin looking at multiple areas such as a combination of state employees, private contractors and some local forces to accomplish the work.</p> <p>Most people do not understand how this works so before asking for this input we should be informing the public about the way it is arranged</p>
1863	North Central	The gap of expressway/freeway on US 10 in Stevens Point east of I-39 which is the only 2 miles of US 10 between Marshfield and Appleton that is not a expressway or freeway needs to be identified as a need in the 2050 plan. This sections of highway can no longer serve both the needs of local and through traffic efficiently and safely.
1864	North Central	Electric Vehicles will be here in no time ... so prepare infrastructure to accommodate !!!
1865	North Central	There us a need to determine alternative funding streams to the gas tax.

ID	Region	Comment
		<p>Yes:</p> <p>Please allow municipalities more flexibility in doing lane conversions, redesigns, pop-up urbanism, open streets, etc. treatments on highways and highway connectors that cut through municipalities.</p> <p>Please provide more TAP Grant (or other bike-ped infrastructure) funding.</p> <p>Please tie transportation planning into a climate action responsive process - I.E. prioritize projects that reduce lane miles, reduce the use of single POV, reduce infrastructure liability, create facilities that are more resilient to large stormwater events, encourage multi-modal use, reduce urban sprawl, etc.</p> <p>Please don't expand I94 nearby Milwaukee! Look to Los Angeles or Houston to see how continual expansion of roadways to relieve congestion is a myth. Instead, this induces demand for single use POVs and the roadway is congested again. What relieves congestion and creates more jobs is multi-modal transport.</p>
1866	North Central	
1867	North Central	Reduce costs by eliminating prevailing wage requirements.
1868	North Central	I believe with the increase in registration costs, the least you could do is give decent roads to drive on. Middle to lower class families like mine are forced to make our vehicles last longer for lack of being able to reasonably replace.
		Left lane for thru traffic in congested areas.
1869	North Central	
		Please create a four-lane highway all the way from Marshfield on State Hwy 13 to connect with Highway 29 in Abbotsford by avoiding all the small towns and creating growth.
1870	North Central	Also if Hwy 29 could become an Interstate, that would be awesome.
1871	North Central	Yes, complete the Highway 10 by pass around Stevens Point.
		Please review the use on contracting out services. These are not cost effective. In house resources are needed to deliver the programs.
1872	North Central	
1873	North Central	Please continue to fix roadways in northern WI
		gas tax is good, kwh tax is good, value added tax better than income tax. More tax on freight as the damage done by trucks is orders of magnitude more. Then they can pass on their costs to those who are using this. More equitable to everyone. Otherwise, some reap the profits at the expense of all.
1874	North Central	
1875	North Central	Electric charging station integration and availability
		-Implement modern project delivery systems like design-build, CMGC, etc. The taxpayers are the clients and are not obligated to use the most profitable and least risky methods to appease the contractor and design firm associations. The state government on the other hand does have an obligation to get the most out of each taxpayer dollar. Sometimes that may mean planning for larger more complex projects that out of state contractors may be the most qualified to***if it means a savings in time or cost.
1876	North Central	
1877	North Central	Eliminate traffic circles!!!!
		Don't route away from towns. Small towns need to survive in Wisconsin. We can all go 45 for a while and not get to upset
1878	North Central	
1879	North Central	Rural areas are being neglected. We have to travel farther and pay our share of fuel taxes. Heavy farm equipment & trucks take a huge toll on the condition of our roads.
		Single use cars will be a rarity because of the convenience and usability of the fully accessible public transit.
		Driverless shuttles will be common in dense urban areas and they will still be talking about them on the horizon next to flying cars.
1880	North Central	
1881	North Central	Thank you.
		Bayfield is beautiful, Chequamegon-Nicolet National Forest is breath taking, wisconsin is full of stare parks and community parks, but their not easy to get to for city folks. Transportation from wood county to mosinee airport is limited. Winter is the time when public transit sh o uld be pushed for the most, it could reduce accidents.
1882	North Central	



ID	Region	Comment
1883	North Central	1) Drivers are becoming more and more impatient in work zones and in winter driving conditions. The DOT needs more initiatives to slow drivers down and make sure they are paying attention in work zones. It is a law that drivers stay more than 200' behind a plow truck in the winter. I can't tell you how many times the salt off my spinner has been hitting cars because they are tailgating me. This is dangerous for the worker and all drivers around them. It would be good for the DOT to explain to the public what the expectations are for winter maintenance. The expectations the DOT has for their roads are much different than the travelling public. It is important to share these expectations so the public is aware when rural state roads aren't plowed to the public's expectations. 2) It is important to increase maintenance dollars to keep maintaining our roads-cracksealing, patching, etc.
1884	North Central	Increase in funding is the number one issue we need to tackle.
1885	North Central	This surgery was too complicated
1886	North Central	Transportation in Wisconsin should be completely zero-emissions by 2050, and preferably by much, much sooner. Changing buses and trucks from diesel to electric, heavily encouraging the use of electric vehicles through numerous incentives, and, eventually, banning the use of gasoline and diesel automobiles in general.  Fighting climate change is going to be the biggest thing humanity has to deal with in the coming decades, and doing things in the transportation sector will be absolutely necessary to combat it.
1887	North Central	Northern Wisconsinite that is tired of transportation funding dollars disproportionately spent on southern Wisconsin. Our state roads are in desperate need of repair. For example state hwy 64 was unexpectedly closed this past weekend because of inadequate bridges and Hwy 51 north by tomahawk is so bumpy.
1888	North Central	Iowa has a farmer/dot program where they cooperate with each other ..farmers agreeing to leave corn stand in winter to make a natural snow fence...and also letting their fence lines to grow brush and we really need to start cooperating with all cheese factories cutting down our costs for salt brine on roads .....
1889	North Central	Overall, I feel we are lucky with roads in WI..and lucky that most are kept open during construction. Thank you. I'll never understand the USH 51 project around Minocqua and how the two-lane alignment was just shifted. Took out all the fun vertical curves. Work on the USH 10 project on east side of Stevens Point - that is a mess - trying to turn RIGHT (forget left) within the commercial stretch is hard enough. So much work was done improving USH 10 further east (Amherst) and west and this area is the bottleneck! Consider more passing lanes on the smaller highways (Hwy 8, Hwy 13, Hwy 70).  Also, Bus 52 in Schofield ...WOW....that needs to be redone. More roundabouts - Hwy 17, and CTH W, and STH 64 near Merrill!  Also - don't spend all my tax dollar down in Milwaukee, Madison and Green Bay. The central and northern roads need attention too!  And, do we really need fancy overpasses (i.e. decorative stuff). Let the local municipality decide if they want to pay extra for that stuff...don't costshare that portion.  But, mainly bring back eminent domain for bike/ped trails and more focus on bike/ped trails as alternate transportation.
1890	North Central	Transit bus services
1891	North Central	Raise state gas tax, encourage electric vehicles not tax them more.
1892	North Central	Pertaining to the conditions of the roadways. Just a side note not just the condition but is it accessible to large trucks ? how a Round about is designed to accommodate large vehicles. to make them safer in general. having a simple plan to make them uniform. for all Vehicles. and safer so a vehicle can stay in just one lane as it works its way through the intersection. not having to use both lanes just to make it through the intersection.

ID	Region	Comment
1893	North Central	Prepare for high concentration of electric vehicle (EV) traffic within 10 years. Invest in high speed rail service.
1894	North Central	Incentive for public transit use by tourists and the general public
1895	North Central	Promoting public transportation to aid in lowering fossil fuel use
1896	North Central	It was very disappointing to see the state make the decision to put transportation funds all on wisconsin residents by raising fees on license and title( it was ok to some because its called a fee and not a tax) instead of raising gas tax so all people using our roadways pitch in, as trucking and such affect our roads more then local people
1897	North Central	Transportation options to get around without owning your own vehicle. It attracts businesses and employees and supports a strong economy.
1898	North Central	Pipelines do not last forever. When they fail the damage to our environment is tremendous. We must reduce dependance on petroleum, coal and gas products so that the infrastructure to transport such hazardous and destructive materials is not necessary.
1899	North Central	Strong highway system that operates well for both local and through traffic.
1900	North Central	Gas tax and registration fees should only be used for roads. Trains, airports, and public transportation should not receive funding from gas tax and registration fees.
1901	North Central	We have interstates running north and meandering to the west. Why can't we get some sort of major 4 lane road to go west to east across the state. The little highways going across the state are not maintained or adjusted as the traffic increases.
1902	North Central	Our state motto is "Forward' and we should be innovators of progressive transportation solutions. What are other states doing in regards to transportation innovation? Other countries? Strategic planning to keep Wisconsinites moving forward.
1903	North Central	<ul style="list-style-type: none"> <li>- High speed high efficiency passenger rail.</li> <li>- Freight funded freight corridors - the public should not bear the costs of OSOW and High Clearance routes.</li> <li>- Ag transportation tax/fees on large farming operations like CAFOs. Large farm equipment beats up shoulders and pavement edges and loads and loads of manure hauling operations (many would be found to be over weight if checked) beat up travel lanes at the public's expense. Small family owed farms with less than a certain amount of acres would be exempt.</li> </ul>
1904	North Central	Bid to local companies
1905	North Central	<p>Less reliance on fuel taxes</p> <p>Add more tolls for out of state drivers using an ipass system (since Illinois has developed it) (btw, have you used it)</p>
1906	North Central	<p>I think investing in transportation future means looking at efficient ways to move people and goods. Rail is much more efficient than individual cars and trucks, both for hauling goods and transporting people.</p> <p>Investing in rail, high speed rail, can help get us ready for the future. Every other major country has done this, and large cities outside of Wisconsin have done this. There are plenty of examples to draw from to make choices that fit our state and the regions within.</p>
1907	North Central	<p>Maybe relax road construction ..maybe instead of tearing apart all arteries into and out of city...maybe complete one and the start another..leaving motorists options for a safer environment..and still completing projects without creating a dangerous situation no matter which way you go..this might actually protect workers at construction site also</p> <p>People willing to drive an extra 15 min unrestricted</p>
1908	North Central	Repair potholes and dips on roads! When traveling the roads in the northern half of the state, including state highways, there are very few roads without major potholes! They continue to increase in size because they are not being fixed. State highways 110 and 161 are exceptionally bad. More dollars need to be spent on our rural roads instead of all the interchanges and art work on the major highways.

ID	Region	Comment
1909	North Central	<p>Improved signage at roundabouts to allow drivers adequate time to see their exit. Additional education and outreach on safely navigating roundabouts, especially multiple consecutive roundabouts - including encouraging drivers to "take another lap" if they miss their exit (I see too many accidents in this scenario).</p> <p>Properly spaced bike lanes to ensure the safety of both bicyclists and vehicle traffic.</p> <p>Pedestrian cross-walks properly timed to allow for pedestrians to safely cross - even if they walk slower or are using adaptive devices.</p>
1910	North Central	Drivers should have to re-apply for their license and re-take a driver's test at regular intervals throughout life.
1911	North Central	Solar panel roadways
1912	North Central	get rid of zipper merging
1913	North Central	Well maintained roads
1914	North Central	Complete streets support increased safety for all roadway users.
1915	North Central	Entrance and Exit ramps need to be in place for all state highways.
1916	North Central	DWI must be taken seriously. The Tavern League's influence on DWI enforcement must end. Those choosing to drive while intoxicated must be removed from our roadways.
1917	North Central	Proactive safety improvements along highways such as intersection improvements, flattening slopes, and maintenance of shoulders.
1918	North Central	There will always be human error. Please design roadways so that these errors don't turn into fatalities. Reduce lane widths, design multi-modal, reduce speed limits, stop expanding lanes on highways/interstates and start doing more multi-modal planning, shift from LOS to VMT, implement a statewide Vision Zero campaign, etc.
1919	North Central	Building roads that last longer to delay maintenance and prevent damages to vehicles.
1920	North Central	Buy the necessary real estate and mitigate for natural impacts to construct wider shoulders and recoverable slopes rather than finding reasons not to do so.
1921	North Central	Driver training programs better than we have
1922	North Central	<p>Communication on the road: construction consistency between counties, state and federal construction.</p> <p>More STOP SIGN Stop Lines</p> <p>Wider exit lanes on state highways and more (increase length)</p> <p>Highlight more intersections with reflective paint.</p>
1923	North Central	It is important that we start teaching young drivers how to behave in construction zones. After experiencing running road crews, I've seen first hand how dangerous our roads are becoming due to distracted drivers. Law enforcement needs to be more active in work zones to help protect our work forces.
1924	North Central	<p>offering online or on location at the dmv short seminars that help people refresh and learn about safe driving</p> <p>maybe a video to watch before renewing one's license that helps a person to review safety rules for driving</p>

ID	Region	Comment
		<p>I am shocked that this description focuses on, almost exclusively, car transportation. As a cyclist and frequent pedestrian, I am frustrated at being excluded from these types of conversations.</p> <p>When I think of road safety, I think of the following:            separate bike lanes/paths, separated at minimum by burm            increased visibility for pedestrians and cyclists            regional bike routes            large, or at least some, shoulder of the road when a separate bike lane doesn't make sense            coordination of bike routes regionally and within cities            bicycle and pedestrian safety programs            4 -to-3 lane conversions, traffic circles, and other traffic calming measures            legislation that puts responsibility on drivers for hitting, hurting, killing, damaging pedestrians and bikers. (Often, the conversation turns to the responsibility of the victim)            recognition that these often entirely carbon free (or extremely low in e-bikes) are the wave of the future, good for our bodies, good for our planet, and good for our local economy, by keeping us close to our external environment.</p>
1925	North Central	
1926	North Central	Somehow not let a person use their cell phone at all while driving.
1927	North Central	More law enforcement.
1928	North Central	We need to consider the natural environment and include how wildlife are affected by our roadways. Every year there are turtles, small mammals, deer, etc killed on the road and it's a danger to drivers.
1929	North Central	Fragmentation and impact on natural environments.
		<p>By 2050 climate change will be killing people all over the world due to reduced agricultural and seafood harvests, spread of infectious diseases, heat stroke, and more powerful storms.</p> <p>People will be forced to leave coastal and tropical areas due to heat.</p>
1930	North Central	Transportation emissions need to be reduced to zero by 2050.
1931	North Central	Connect multi-use paths for a statewide network.
1932	North Central	Raise fuel taxes so users, including out of state drivers, pay for low mileage/heavier vehicles and DO NOT penalize electric high mileage vehicles that are less polluting and do less road damage.
1933	North Central	Blend the environmental factor with an aim toward maximizing economic growth; e.g. Training Minorities for Clean Energy jobs in transportation
1934	North Central	<p>Keep flowers and nesting sights out of medians; Attract wildlife to the roadside, not the median.</p> <p>For all large non-linear projects such as parks and new building construction, require an amount of trees for every square foot of property.</p>
1935	North Central	What we use on our roads for snow and ice, salt, sprays and such. Its already contaminated our water supply and kills trees and plants that are roadside. I'd like to see environmentally responsible, cost effective solutions worked on.
1936	North Central	Using shared modes of transportation like transit, or walking or biking will help the environment and will reduce the need for expanded roads.
1937	North Central	Ensuring there are no burial sites and take into account not having a pipeline of a highway straight into Native communities....
1938	North Central	Developing and installing a statewide electric charging station system on existing highways.
1939	North Central	Our scenic beauty and pristine waterways & forest are what "drive" visitors to our area. Those things need to be preserved, and opportunities for enjoyment enhanced.

ID	Region	Comment
1940	North Central	<p>Plan for a predominantly electric vehicle reality. This must include plans for recharging vehicles both when in use as well as when they are parked.</p> <p>Drone transportation of people will become common. Plan laws and routes for such modes of personal transportation</p> <p>Plan for automatically speed governing ability to include the ability to remotely control everyones speed and remotely change route signage.</p> <p>Integrate local routes to include paths for people powered modes.</p> <p>Explore more durable materials to use instead of short lived concrete.</p> <p>Protect waterway quality both on and over such routes.</p>
1941	North Central	<p>Wisdot needs to be more receptive to local voices. A recent project development meeting held in my community just seemed that it was held to check the box. Several project changes were asked for but dot staff were not willing to discuss. Final plans and construction did not include any elements that locals wanted.</p>
1942	North Central	<p>Top priority has to be resource efficiency for system reliability and equity.</p> <p>Our automobile-dominated system that guzzles fossil fuel and requires families to foot the bill for vehicle operation and maintenance is a system that is already seriously failing households with budget constraints. As roads get even rougher and as fuel, cars, insurance, and repairs get even pricier, more and more people will be left without any tenable options, further limiting economic opportunities.</p>
1943	North Central	<p>WI needs to greatly increase and improve public transportation, including rail systems. Concentrating on personal automobiles is an outmoded and environmentally negative path. Looking to the future, public transportation within cities and through the state and to surrounding states indeed to become a priority.</p>
1944	North Central	<p>Hold private developments along state highways to the same or higher standards. A large business development needing public highway upgrades should not have any special priority or standards different than any state highway for public use.</p>
1945	North Central	<p>Less paved "back roads"</p>
1946	North Central	<p>More green space!</p>
1947	North Central	<p>Add more "brown" signage for natural features, local area attractions</p>
1948	North Central	<p>Quality of life can be measured by freedom to make choices. In many communities, car travel is really the only option, as bus systems are inefficient, bike lanes/paths sparse, driver training on bikes/pedestrians limited, sidewalks gone, and traffic calming measures not in place. Increasing good options within the community is key to quality of life, people's interactions with their lived environment, and a sense of belonging to one's community.</p> <p>Voices need to be heard. A community near our hometown had their water levels wrecked by changes to a water table due to Hwy 10 being moved north. They received no compensation or acknowledgement that it was a result of the state, even though they anticipated it and measured it. I think the state absolutely must take into account local people's voices when making big decisions and consider the local quality of life--or at least provide some assistance when they damage it.</p>

ID	Region	Comment
1949	North Central	Moving the transportation systems we have now to greener sources of energy is extremely important, such as going from diesel buses to electric buses in cities, and, in general, going green. Utilizing solar, wind, and hydro energy more, and completely phasing out the use of fossil fuels.
1950	North Central	Implementing more mass transit options and availability all across the state. Light rail, electric buses, anything that is both climate-friendly and will help people from more rural parts of the state be able to go to other parts of the state. Connecting everyone will support everyone.
1951	North Central	We don't need all the bike paths
1952	North Central	Advance and visualize the growth of self driving vehicles and prepare roadway and infrastructure for their implementation.
1953	North Central	making sure that roads are maintained so that potholes and other crumbling issues are resolved and damage to vehicles is limited
1954	North Central	More road/traffic signs indicating that bicyclists might be nearby (like deer crossing signs, but warning drivers to look for cyclists instead).
1955	North Central	Have higher maintenance of rural roads on roads North of STH 64.
1956	North Central	Fix existing facilities first.
1957	North Central	Stop paying higher rates per mile on state jobs, and if we can send men to space could we build a road that withstands freeze thaw cycle
1958	North Central	Corporations that are heavy users of our roadways must pay the cost of such use. Companies such as UPS, FedEx, and Amazon are making billions while sticking the cost of maintaining our roadways on taxpayers.
1959	North Central	The days of giving large corporations big tax breaks to build their plants and profits in Wisconsin at taxpayers expense must be eliminated.
1960	North Central	Improve highway maintenance throughout the state by increasing preventative maintenance activities such as crack sealing, concrete joint repair, pavement markings, and bridge maintenance.
1961	North Central	Stop the excessive spending on decorating roads and bridges like what was done in Green Bay. If the community wants it let them add the money for that.
1962	North Central	-Base local funding by "grading" the effectiveness of the funds already provided and local long-term planning and budgeting. Many local governments simply do not plan and budget for roadway infrastructure maintenance and development appropriately. -at the state level there needs to be better overall medium-term and regional system planning. Planning to 2050 is great, but without that plan being broken down to smaller achievable components, it does no good. The present the shorter-term plans to communities so they can base local plans off the bigger plan.
1963	North Central	From all levels of government Townships, County, State, and Federal, road maintenance expense can be predicted and should always be maintained or fixed based on the cost of living, it seems to be always fudged with by governing bodys and that causes are roads to cost more money or deteriorate to a point where they are horrible or unsafe roads to drive.
1964	North Central	Long story short a sharp engineer can mathematically predict the maintenance cost and replacement cost of our roads, and also that number should not be adjusted other than cost of living.
1965	North Central	Maintain what we already have! The system has been neglected for way too long. Bridges, railroad crossings and resurfacing. Only after catching up with maintenance, then think about new bike trails and sidewalks (which should be done during repair or new construction).
1966	North Central	Design is one thing but extra cost for color, engravings, metal displays on overpasses is too much. Keep it simple.
1967	North Central	After working with counties and townships, I've seen the struggles rural communities have with keeping up roads and bridges. It is important not to forget about them when distributing funding.

ID	Region	Comment
1965	North Central	<p>Off-road bike lanes and/or berms to increase the safety of cyclists and pedestrians, as well as to incentivize healthier, more sustainable ways of travel.</p> <p>This increases safety for families with small children and/or strollers as well as people with disabilities too. These groups are often overlooked.</p>
1966	North Central	<p>Currently, certain roads are maintained while others are not. I do understand the budget constraints, the how's and why's with respect to WisDOT. However, currently a few of the roads that should be repaired are not being repaired, while roads that WisDOT could get more life out of are. This system has been broken for quite some time. There are also a few roads getting the incorrect treatment. STH 73 West of Wisconsin Rapids to STH 186 for example, in 2000 it was decided to crack and seat in place the existing concrete, very bad decision based on the soils. The concrete was able to bridge certain areas prior and now the road has been left with a very poor surface, major tenting, rutting, raveling and during storm events a very unsafe road to travel. Currently in the schedule for 2025. Should an asphaltic surface be left in service for 25 years with that amount of ADT &amp; truck traffic? Should have been addressed in 2015 while other road like STH 80 South of Pittsville get reconditioned while no signs other than surface cracks are detected. The existing STH 80 had a good ride, it was crack sealed, no signs of rutting past 1/2" - 3/4" and yet WisDOT spends their resources on roads the public questions why when we have this one over here that is clearly 100% worse? Again, understanding budget, just spending the money on the wrong roads. So what's important for supporting overall infrastructure maintenance in Wisconsin? Spend the money on the correct roads as needed. Prioritize based on something more than what a van will tell you.</p>
1967	North Central	Expanding into rural communities and keeping a healthy environment to stop the spread of covid
1968	North Central	<p>State Hwy 97 north of Marshfield is congested during the peak rush hours times, and has been prone to accidents, since it is heavily used by people outside of Marshfield to commute to and from work in Marshfield. Hwy 97 needs to be expanded to a 4 lane highway, from Marshfield to Hwy 29. I could parallel Gavin Ave or County Road E going North-South along this corridor, and pass along the west side of Stratford and avoid the McMillian Marsh Preserve.</p> <p>Also, I would like to see more paved bike trails in Wisconsin, including state bike trails like the famous Elroy-Sparta trail. It should be paved. Paved trails allow people with disabilities, like people in wheelchairs, a chance to enjoy these trails. Young children with smaller bikes can ride paved trails with their families much easier. Once a trail is paved, it should last many years, since trucks and autos are not using these trails. Thanks for your consideration.</p>
1969	North Central	Additional resources to help those who no longer drive learn about the options available and learn how to access/use them - mobility managers and travel trainers.
1970	North Central	More accountability for the environmental impact of marine transit - hefty fines for littering, spills, facilitation of the transportation of invasive species, dumping, noise/light pollution.
1971	North Central	Just increased accessibility and connectivity for people. Spread out the reach of public transit within small cities and make it a more appealing option for those that might not otherwise ride the bus. Later hours and weekend hours would help with that, and traveling to better shopping opportunities would stimulate the economy!
1972	North Central	Separate bike and walking only paths on highways and from connecting towns.
1973	North Central	Rural areas need to be prioritized for transportation for elderly. There is nothing
1974	North Central	Making sure streets are designed for all roadway users. Complete streets are needed, they are safer and end up saving money in the long run.
1975	North Central	Too many vehicles have only one passenger. Ride sharing should be encouraged. Too many pickup trucks are driven to school, to work, to church, to entertainment sites etc.. when a much smaller vehicle would suffice.



ID	Region	Comment
1976	North Central	<p>Amtrak's current low speeds make it a national disgrace compared with systems in countries where people know the meaning (and value) of high speed rail. It will take major infrastructure investment to even begin to show more Midwesterners what a fast train can do. So sure, plan to connect more cities. But don't bother doing unless it comes with service that will knock our socks off, attract choice riders among others, and make us glad to leave the car at home for the occasional inter-city trip.</p> <p>Awareness efforts and smartphone apps are relatively inexpensive no-brainer synergistic enhancements that can be added any time and need not distract planners from the overdue task of modernizing our transportation infrastructure and creating a 21st century transportation system. Direct big spending where there is big need for better infrastructure.</p>
1977	North Central	Address connectivity issues in our highway systems such as locations where there is a gap in freeways or four lane facilities. One example that needs to be addressed is the gap of expressway/freeway on US 10 in Stevens Point which is the only 2 miles of US 10 between Marshfield and Appleton that is not a expressway or freeway.
1978	North Central	There is a fairly decent rail system in the state between active lines and lines with track present but are out of service. Improving existing rail infrastructure on these existing lines and rehabilitating rail banked tracks can help bring passenger and some freight service back to rural areas where it's needed.
1979	North Central	High-speed passenger rail.
1980	North Central	High speed rail connecting WI to Minneapolis and Chicago. People don't want to fly anymore!
1981	North Central	<p>Adequate facilities at connections points for all modes of transport. Parking, sheltered and secure bike parking, bus lane priorities,- non-embarrassing human amenities (seating, trash receptacles, bathroom facilities, water fountains).</p> <p>Better connections is directly linked to increased usage.</p>
1982	North Central	<p>Increased safety messaging is needed.</p> <p>Increased training is needed (even as a commercial)</p> <p>Mixed use safety messaging (bike, motorcycle, car, trucks, semis) are needed</p> <p>Proper testing of electric cars and self driving vehicles is needed.</p> <p>Proper vetting of platooning semi loads is needed. (Legislation?)</p>
1983	North Central	I feel acessability should be focused on, access for those in wheel chairs with opinions from those in wheel chairs on how to make it the most efficient and safe for those individuals. I also feel communities should encourage their populations to use bike or walking lanes, and utilize public transit. Wisconsin has a lot of small towns filled with unique and one of a kind small businesses, trolleys would be excellent to see the community.
1984	North Central	Living in a rural community, these options will have little to no impact on our citizens.
1985	North Central	<p>I think this is the most important area, now that I know the specific bullet points covered. Hopefully I can return to the first answer and resubmit!</p> <p>I think this area is key to economic vitality and transportation security.</p> <p>Of note, if bus options are expanded, they also should be made accessible. Right now, it's significantly cheaper to drive by car than take a bus between cities in WI. Yet, many take the bus because they cannot afford a car. This seems like an unfair tax on those who already do not have enough. It's also a disincentive for folks who want to choose more sustainable, less harmful options, because the cost is high. (It's a \$60 round trip cost for about a total of 200 miles of travel. This could be accomplished by many car drivers for half the cost.)</p>
1986	North Central	A general increase in public transit options connecting population centers within Wisconsin would be nice.
1987	North Central	<p>It makes no sense having a brand new facility</p> <p>30 miles away from another 41 northbound</p> <p>Dot scale..wouldn't we be better suited closing the old one down ..and opening one up on hwy 29 .as it's a gateway to northeast Wisconsin especially with land available between highway in Wittenberg area</p>

ID	Region	Comment
1988	North Central	Bring back eminent domain for bike/ped trails. If the state can condemn land for Fox Conn ( a private venture) than there is no reason land for bike/ped trails (public good...especially since we are all so obese) shouldn't be condemned. I cannot believe WisDOT did not fight harder on that one.
1989	North Central	Develop sustainable sources of funding transportation that maintain credibility with taxpayers yet will expand to take into account inflation in the transportation sector. E.g. the gas tax has not paid for maintaining roads
1990	North Central	Give high priority to the gas tax as a source of funds. It is painless, easiest to administer, and provides much needed revenue. Do not ever rob the funding source again for anything other than transportation needs.
1991	North Central	Implement a tax on trucks (recreational trucks only, not those used by businesses or self-employed contractors). If a citizen has chosen a larger, louder, less fuel-efficient vehicle with a higher carbon footprint but doesn't need that vehicle versus another more efficient one, there should be a tax during registration and renewal of that vehicle, however small the disincentive.
1992	North Central	Adjust registration fees by cost of vehicle and estimated gas mileage.
1993	North Central	I think the state of Wisconsin should have enabling legislation for the formation of a regional transit authority in the state. We need secure funding for public transit so everyone has access to housing, jobs, medical appointments and everyday activities. It not just about roads. Think of us ride the bus think of us connect the bus think of us fund the bus.
1994	North Central	DO NOT PUT TOLL ROADS IN WISCONSIN! DO NOT CHARGE A DRIVER TAX BASED ON MILAGE DRIVEN!! LEARN TO BETTER MANAGE THE MONEY YOU HAVE!!!
1995	North Central	Pave our roads up North.
1996	North Central	The Gas tax was a brilliant idea because it ould have allowed out-of-state travellers, especially those from Illinois, who use our highway systems constantly throughout the year, to pay for some of the wear they had caused.
1997	North Central	Have the legislature get over their partisanship and work together on a solution!
1998	North Central	Calculate a fair and enforceable method for covering road cost paid by the actual users of the roadways.
1999	North Central	<p>The gas tax is what we have and can implement right now. Raising it to support development of a 21st century transportation system that actually works for more working families is a good idea - plain and simple. Our excessive fuel consumption is not going anywhere soon enough to discredit the idea of taxing gas. The gas tax should be much higher than it is, and should have been raised years ago. And it is IMPORTANT that the revenues be used to expand affordable transportation options and reforms that deliver outcomes that favor people with limited means.</p> <p>I doubt that the "industry dynamics" mentioned in the preface for this focus area pose any major consequence for the next budget cycle. Messaging about distant-future funding alternatives is not my Immediate concern. As a citizen I expect you to understand that the State of Wisconsin has my support to raise the gas tax so long as the revenues expand efficient transportation options that everyone can afford.</p> <p>Best to simply tax the wasteful and the rich, and put the money toward an efficient system that serves everyone better. But don't bother without a compelling vision to do so. Beyond the widely shared savings and safety of better-maintained roads, I don't see much value in increased spending on business-as-usual road projects.</p> <p>Avoid partnerships where businesses gain from taxpayers' losses. Clever arrangements to capture some of the value of transit oriented development may work.</p>
2000	North Central	We need to find bi-partisan solutions to fund our transportation system that are equitable to residents, businesses, and visitors.

ID	Region	Comment
2001	North Central	Do not spend all the transportation funds in the bigger cities like GOV. Walker did. Our local roads and streets are in terrible condition. Cut state pensions. They are sucking up all the tax money that should be used towards roads instead of giving someone an easy retirement at the expense of our roads. Go get a job in the private sector if your so smart.
2002	North Central	Where's the money going? We can't support anymore tax increases.
2003	North Central	Trucks do the damage to the road. They should pay their fair share.
2004	North Central	It is important to fully fund maintenance of existing assets and hold service providers accountable for the maintenance they provide.
2005	North Central	gas tax is probably fairest of all. May need an electric vehicle tax on kwh in future.
2006	North Central	Maintain roadways properly, poor quality roadways end up costing more , exploding concrete, road closures, shocks, tires , etc
2007	North Central	-Public-Private Partnerships only if the state (public) maintains control and final decisions based on benefits to all WI taxpayers, not only the private entities with big contributions. -See earlier responses noting freight and big ag need to pay their fair share as they require more costly highways and cause the majority of damage to the pavement and shoulders.
2008	North Central	Improve right of way (ROW) areas with better trees, shrubs and flowers to provide interest while driving.
2009	North Central	As we've all seen, our transportation budget cannot keep up with the rate our roads are deteriorating. It is important that we look at other options to increase funding so that right time resurface projects and right time maintenance activities can take place. It is more efficient to maintain existing roadways than to reconstruct them.
2010	North Central	I am not sure why gas tax is off the table. I say, put the gas tax on the table. It's a good incentive to travel by other means, and would easily increase revenue. People are still going to travel.
2011	North Central	Public transportqtion I.e. bussing would be more helpful if it reached rib mountain and schofield. As well as to continur being affordable. Personally I think it should run on the weekends too. It's hard to utilize the bussing system for work if it doesnt run on thr weekends, as well as single mothers with children that have things to do on weekends such as shopping.
2012	North Central	I moved to where i live now for the piece and quite of living in the country but nlw this has all been changed by the dot they reblack topped the highway by our houses and they added them stupid rumble strips in the center of the highway and now thats all we here is cars crossing the center line and running over them stupid rumble strips such a joke they are in the first place. Looking at suing the state for wrecking our piece and quite and the devalue of our homes
2013	North Central	Technology is fast changing so too many long range plans won't be accurate.
2014	North Central	Change the hours of service so that truckers can be more efficient and have less trucks on the roads. Monitor weight compliance of trucks repairing the roads.
2015	North Central	Keep our roads safe and well maintained. Make sure that drivers understand why speelimits are necessary.
2016	North Central	Occupant protection, education on rules of the road for pedestrians, bicyclists. Eliminating vehicles from public roadways that are not intended for public roadways-i.e. ATV/UTV. Access to safe walking/biking paths/lanes.
2017	North Central	Protecting our youth now is vital in helping any of these areas in the future. Many of these areas should have a separate sub category with children/teens as they impact them differently than others.
2018	North Central	Car ferry from Egg Harbor to Marinette to eliminate the drive around Greenbay for people who want to travel from northern WI to Door County and vice versa.
2019	North Central	Motorcycle safety is always "High Priority". Keep adequate funding to continue Motorcycle safety courses available to the public. I would also be great to see more emphasis on advancing the skills of existing motorcyclists.
	North Central	Solve the problem of deer crashes. Research ways to scare deer away from approaching vehicles. A \$500 device to add to my vehicle would be worth it - and maybe it would become standard in the future.

ID	Region	Comment
2020	North Central	Drunk driving is still a major problem in our state. I want to maintain our drinking culture for camaraderie, but I don't want to support driving while drunk. Please suggest the following improvements: 1. require shelf stable food to be available for sale (or complimentary) at every location serving alcohol (the only times that I became too drunk to drive were times when food was not available)[Bavarian pretzels, Bavarian pretzel bites, Bavarian pretzel sticks, pickled foods, doughnuts - are some options, but potato chips and basic pretzels are not]; 2. increase the penalty for the first DWI to require a 1 or 2 hour driver training class, possibly at a restaurant; 3. increase the tax on all types of alcohol to pay for 30% of all local law enforcement (if that is the statewide average for how much time they spend dealing with DWIs); and 4. Enforce 100% compliance with installing court ordered ignition interlock devices.
2021	North Central	More passenger train service, especially connecting the Northwoods with urban areas.
2022	North Central	Trains need to be encouraged for transportation of goods.
2023	North Central	Animal crossings like they have in Canada, so animals can walk over or under roadways. Much needed in our state and weird we don't have any.
2024	North Central	Thank you for asking.
2025	North Central	Equity for rural resident employees who must drive further to work.
2026	North Central	Good job addressing some climate change prevention, mitigation and adaption issues without using the term.
2027	North Central	I wish there were more public transportation options for those who cannot, will not or are not allowed to drive. Connecting parts of the state with public transportation would be smart in many ways - less pollution if people utilize existing routes; more
2028	North Central	Please, let's stop the exclusive focus on bicycle paths to promote only recreation. Lets give equal thought and time to supporting the bike as a viable mode of transportation. People will use bikes for transportation if they can ride safely and there is
2029	North Central	There won't be any internal combustion engines. Need more passenger rail options to Chicago and MPLS.
2030	North Central	Right now, the only thing keeping people from using alternative forms of travel on WI roadways is the fear of getting run over. Off-road trails between cities are not always available. Just a few feet of pavement next time you pave the road, please!!
2031	North Central	More efficient and safer routes from the central to the western part of the state and the same between communities in central WI.
2032	North Central	Keeping everyone attentive to driving and off their phones and other distractions. Keeping roadways clear of snow and ice.
2033	North Central	We only have one planet, and even though the majority of environmental issues are caused by major corporations, it is still incredibly important that we the people do our part to protect the environment.
2034	North Central	Yah, hopefully there will be connections between wausau, marshfield, stevens point, Tomahawk, Minoqua etc.
2035	North Central	Kowalski road off ramp construction in marathon city
2036	North Central	More police presence on roads, highways, and interstates! Also a way to contact the Wisconsin State Patrol in an emergency!
2037	North Central	Bigger is not always better. The environment is suffering from consumerism, materialism, and the thought that more is better. States need to preserve the environment and true driver of the economy. What is Wisconsin without snow, quality drinking water
2038	North Central	Road maintenance is my highest priority.
2039	North Central	Please remember that Wisconsin is also north of Hwy 10. We feel the we are forgotten "up north" and Milwaukee and Madison seem to get the most resources. There is resentment with M&M!
2040	North Central	Wisconsin also needs to be a leader in electric vehicle transportation.
2041	North Central	2050 could bring quite a bit of change. Technology and transportation advancements just in the past 5-10 years has started to change the way we utilize our transportation network. I hope that as these changes continue to occur, we as a state can adapt wi

ID	Region	Comment
2042	North Central	We need to save money and environment as #1 priorities. Then help others who may need it and public transportation. We have to stop wasting our money! No more bike paths for a while. No more tourism. Inspect and fix bridges! Make things safer!
2043	North Central	Fix the roads, they are falling apart. Due to the poor road conditions there is more vehicle maintenance and in return more vehicle cost for repairs. We already have a wheel tax on vehicle registration. Where is that money going?
2044	North Central	Register Amish buggies. They use the roads and leave nails and horse poop on the roads which can affect the people who are paying to use the roads.
2045	North Central	More bike and pedestrian trails, access, facilities to attract more people into our economy.
2046	North Central	Safety First, Maintenance Second, the Rest is a Want - Not a Need
2047	North Central	I would say that about covers it.
2048	North Central	Bridge and road repair.
2049	North Central	Fix the rural roads
2050	North Central	Roads that self destruct as soon as they are built, less new roads, most of the state is covered in decaying pavement, don't make more, build safe roads, not roads with danger built in (hwy 29 west onto SB I39, Hwy 10 east onto SB I 39, Oto name two
2051	North Central	Excellent roads are a must!!!
2052	North Central	We need to have a transportation system that is well maintained, focuses on safety, and helps people and goods to move easily around the state. By doing this, it will spur economic development.  Locally, I can speak to the a couple of issues that need ad
2053	North Central	Please stop giving money to airports! Overfunded. Stop building and maintaining road barricade railings on northern roads. We don't need them! They just have to be maintained when idiots hit them. Fix roads in Milwaukee. Work for more rail transport as
2054	North Central	Fix the condition of the roads. They are falling apart and as a result there is added maintenance cost from more vehicle repairs. We already have a wheel tax on vehicle registration, why are the roads not being taken care of better?
2055	North Central	The question "Transportation options that support economic growth while protecting the environment and reducing reliance on fossil fuels" is a two part question and results in misleading answers. It should be:  *Transportation options that support econo
2056	North Central	Analyzing traffic patterns and making changes in lanes/spacing, traffic light timing, traffic police presence to keep problems from snowballing
2057	North Central	More police presence on roads, highways, and interstates!
2058	North Central	Implement the following: increased fines in work zones, increased education for youth and driver's education programs for work zone and drive safety, automated speed enforcement for work zones.
2059	North Central	We can't dummy-proof the world so please stop building barriers that get wrecked. Put more \$ into speed limits painted on roads, funny signs on the highway and good signage. We have to stop spending money on things that are broken and temporary.
2060	North Central	We need to use better materials, even if it is more costly upfront, so we don't have to repave every three years.
2061	North Central	I am convinced the quality of life increases for all people when the transportation system is environmentally sustainable, is integrated into the abundant natural beauty and diversity we are fortunate to have in our state, and there is accessibility for
2062	North Central	Use Eco friendly and potentially recyclable materials (ex: recycled plastic roads)  More needs to be done to regulate vehicle emissions as well as regulating roadside waste.
2063	North Central	Sustainability - Less dependency on gas modes of transportation. Light rail and other modes that reduce carbon emissions, climate change and green house gases. Reducing materials consumption and oil dependency.

ID	Region	Comment
2064	North Central	It is impossible to get to a grocery store without traveling on a main road with a car. Planning for local communities is important.
2065	North Central	High speed rail is a must consideration for the near future!!! We need to make this a top priority for Wisconsin in order compete with other states.
2066	North Central	We must protect wildlife when making transportation plans, building or repairs. Too many wildlife habitats are destroyed for the sake of a nice looking area. That's garbage behavior. Stop putting all the railings and barricades in. People will be stupi
2067	North Central	Make all cities more bicycle friendly.
2068	North Central	Maintaining quality township roads to facilitate the movement of wood products from the forest to the mills.
2069	North Central	Improving maintenance of the air transportation in Wisconsin. Our local airports are vital to the communities they serve.
2070	North Central	Support "last mile" funding for local roads that are critical for the overall transportation system.
2071	North Central	8th Street in Wisconsin Rapids continually gets eliminated from your long term projects. It's OUR main street and has been ignored long enough. Take care of your responsibilities and stop bleeding our tax dollars into political b.s. (i.e. Foxconn). I
2072	North Central	We need more public transportation in highly populated areas. Also need more emphasis on pedestrian safety there. Not in the north where I live. When I go to Milwaukee it makes me so mad at the horrible conditions of roads and sidewalks.
2073	North Central	I don't believe there is a "one size fits all" solution. Each town, country, region of the state has different conditions that would require specialized solutions. For example, I envision a world where a combination of safe and segregated from cars bicyc
2074	North Central	Bicycle lanes for all highway projects would make travel by bicycle a more attractive option for commuters.
2075	North Central	Decreased reliance only on cars. A viable train option would be nice.
2076	North Central	More options for rural and central WI.
2077	North Central	There should be a more reasonable bike trail system. There shouldn't be so many bike paths along busy and sometimes narrow roadways. It seems that bike trails have hijacked some roads. I am in favor of bike trails, but some places are unsafe, and n
2078	North Central	We need to stop with the bike and walking paths! It's a fad. We don't need to find Amtrak more than we are as they need to do better with their funds. Stop funding airports. Help people with disabilities and fund public transport.
2079	North Central	Minimize semi traffic; tax the semis more
2080	North Central	I think road maintenance and long range planning for roads will be beneficial, right now it seems as if road repairs and building is reactive instead of being on a pro active plan. It appears if the state is always scrambling for funding for emergency r
2081	North Central	Reduce administrative and oversight costs so more funds are available for actual construction.
2082	North Central	Tolls for Illinois drivers must happen. We need the gas tax raised a bit. We need fewer managers being paid and less paid for barriers and other things that are easily destroyed. More roundabouts and fewer stoplights.
2083	North Central	Do better at spending the money you already get.
2084	North Central	I was happy to provide input. I appreciate the opportunity.
2085	North Central	Why are so many new bridge expansion and approach joints so rough and off so much? I'm a truck driver and this seem like they never used to be that rough!! And that poorly made!
2086	North Central	I'm interested in fast speed railway options from north of Wisconsin to the south. I would also like to see city bike lanes raised with a curb separating the bicycle from the automobile. The bike lane could run along next to the sidewalk or shared depending on the volume of bikers and pedestrians. Unsure why money is spent on bike lanes in the street that end within several blocks or are not wide enough to accommodate both. I would like to bike more in many of Wisconsin's cities (including my commute to work), but do not feel that it is safe.
2087		Encourage people to use electric vehicles or public transportation by making both desirable and convenient

ID	Region	Comment
2088		Give the money to county highway department to fix our roads.
2089		Investment in more public transportation would help our environment and economy
2090		More lanes attracts more traffic. Stop expanding lanes. Learn from Germans how to build roads that last longer in cold climate. Transit must be intrinsic to transportation strategy.
2091		Need to keep up with the ever changing technologies and do not be afraid of change. A 30 year plan seems like an eternity nowadays with how much technology is changing. It is impossible to predict what needs there will be 30 years from now.
2092		Please lower the speed limit on state highways in cities -- where there are many entrances and exits.
2093		There is no question this is a awful survey!!!!!!!!!! Can't someone think of questions that make some kind of sense. Who ever approved this should be fired. Give the taxpayers a decent survey to respond to.
2094		There should be fewer individuals in cars
2095		You're not listrning, so no.
2096		Exploring adding a 0.25% sales tax across the state for local transportation funding designated for improving the local roads and highways in addition to the GTAs.
2097		Interconnection with the National Intercity Bus Network, Improved lower cost transportation options and increased coverage areas for intercity bus travel.
2098		INVENTORY ROAD AND SET PLANS TO UPDATE 20% EVERY 5 YEARS IN AN AREA
2099		For the previous question, high priority for local roads and streets and transit vehicles. Low priority for trails. These should not be in the same question
2100		Can high speed rail be an option again?
2101		I want to be able to take a train to the East Coast.
2102		We need to seriously star building rail infrastructure
2103		I would love to increase our focus on human-powered transit and more mass transit options, like trains, with lower carbon footprints. I want it to be easier for people to make temptations choices that are better for the environment
2104		Jeff Olson can build a roundabout around my ***!!!
2105		Sound barriers between highways and residential areas. With several freeways going through residential areas often traffic noise is an issue for those that live close to the highway. Roads should be designed in a way that limits this preferably through
2106		Stop wasting money on old 20th century freeways and inest in sustainable non-carbon inducing alternstives. I know thats pretty hard on folks who were trained to build systems that move cars faster.
2107		I think the tourist economy is really important and it will disappear if we don't do more to combat climate change. I'm not sure what balance we can strike since we've been doing too little about the climate for too long - I think it will require a much
2108		Properly repair & maintain road systems that have not been maintained well in the last 10 years (including highways & bridges).
2109		High speed rail
2110		Fix it first, what we have is poorly maintained. DOT likes large capital projects rather than maintenance. To many traffic engineers have a "mine is bigger than yours" attitude to budgets and want to work on a replacement project rather than repairing things. This mind set has got to change.
2111		1. Resuce the administration costs by using automation and artificial intelligence programs that can build reports from data analytics. 2. Provide local job sourcing wherever possible. 3. While it is difficult, remove government bureaucracy from as many areas as possible. Give project managers the ability to adjust on the fly.
2112		Consider using alternate environmentally friendlier materials for roads. Use other substances less toxic than road salt for de-icing. Several options are out there. This salt gets into our water. Encourage transportation efforts that use less fossil fuel.
2113		regional transportation agencies as we go more global



ID	Region	Comment
2114		Our state and region can be somewhat insulated from volatility in the global economy by refocusing production and consumption locally. Transportation infrastructure investment throughout the state and region should be aimed at encouraging parallel investments to serve local markets rather than to hunt the elusive globalized unicorn.
2115		Passenger high speed rail. Passenger local metro/metro type rail and make the hop go to destinations like Miller park, the airport, etc.
2116		Invest in community transportation upgrades to promote economy and multi-modal transportation.
2117		We need to invest on a high speed train to connect Chicago, Milwaukee, Madison, the Dells, La Crosse with MN. Will boost tourism to those cities form both Chicago and MSP while being more environmentally friendly.
2118		Use more PCC in roads, have more competition for HMA. Utilize perpetuate pavement. Focus more on building better base materials for roads. Ficusenon more materials testing, increased staff in regions and BTS. Limit contractor involvement in writing specification.
2119		Complete upgrades of freeway corridors that were left unfinished.
2120		Bike trails are great for tourism and support of small communities. Build the route of the badger out completely to help connect bike tourism dollars to small communities
2121		Plan for visibilty- signage, etc.
2122		Putting up more or larger signs/signals is not an answer to safety. Driver's attention spans are shorter and it is just more that drivers dismiss or get distracted by. A better focus is to remove distractions (signs, phones, etc.) and have the driver focus on driving.
2123		Red light running enforcement Separated bikeways within busy streets Reducing VMT Lowering speed limits in cities
2124		Reducing speed limits in towns and cities (wherever pedestrians are present). Increasing non-financial penalties for distracted & drunk driving (like losing your license).
2125		Vulnerable users! Deaths of bike and peds are on the rise and DOT has not met safety goals. There is \$0 investment in state dollars for bike ped encouragement, education, or safety projects. Use all the TAP dollars for their purpose stop giving half to highways. Reinstate statewide safety education programs.
2126		Including and integrating all modes of transportation in planning.
2127		Destroying forests to put up highways is a problem for native species
2128		Plan the transportation system for Madison proper area, expanding perhaps to Milwaukee but not the western or southwestern collar communities.
2129		Do not encourage or reward urban and suburban sprawl by funding roads after poor planning decisions have been taken.
2130		Greater focus on pedestrian and bike facilities--and integrating those facilities. Rail transit between Madison, Milwaukee, Chicago & Minneapolis.
2131		Just maintain or roads, and leave us alone.
2132		Providing safe streets for bicyclist and pedestrians. Don't just build more highways, rethink how roadways can be maximized to be more effective, without adding more concrete/asphalt footprint or tearing up land/marsh/private housing in the name of development. Honor local input. Support high speed trains. Plant native perennials and do less cutting in medians, next to roadways, etc.
2133		Stop putting in new roads, stop changing the environment and causing flooding. Use what you have.
2134		General maintenance and up keep of current infrastructure.
2135		Balance is the key. Our activities impact the environment. A true "return to nature" is not possible or desirable at this point. However, impacts need to be understood from a variety of perspectives and hidden costs need to be minimized instead of ignored. Improve analytical capabilities and make sure performance analyses result in real feedback into methods and processes of transportation project implementation.
2136		We need more Greenway trails, especially in Milwaukee city, so that bikers and walkers can avoid car traffic. This would be good for recreation and getting around.

ID	Region	Comment
2137		Need to have state law changed for allowing condemnation of right of way for trails. Trails added to highway projects allow for many positive benefits for community and tourism. Many projects would not have been built just due to 1 person not liking the plan. Not allowing use of eminent domain when there is overall approval and support by the local community is just wrong.
2138		Stop highway expansion. Climate change is directly linked to the increase in pollution by automobiles. Invest in busses, trains, bike paths, and safe ped infrastructure.
2139		More intercity train lines within the state
2140		Wisconsin is a beautiful state and could be rich in bicycling options; however many Separated long distance corridors are non-existent. I recently travelled from Chicago to MKE by bike, urban cycling was relatively easy through Chicago but difficult in Milwaukee. Consider more long distance rail-trail options. The Katy trail in MO is a great example that we could easily accomplish in Wisconsin with better interagency coordination.
2141		Expand passenger rail service to Green Bay and the Fox Valley
2142		Increased trails and safe streets for pedestrians and bicyclists. Make more transportation options available so people don't Have to drive or pay for taxis and such to get around if they can't drive.
2143		Even those of us who love our cars have to face the fact that current modes of individual-focused transportation are unsustainable. While private vehicle ownership and operation is often reasonable and necessary, we need to start promoting other options by spreading the cost of those options among those who use them and those who choose private transportation even when it's not necessary. Smarter user and registration fees and taxation can bolster individual mobility where it's needed and appropriately tax luxury when it's not. For example, a farmer or lineman servicing a rural area needs to own their one or two vehicles, while a retired person in a suburb with three vehicles does not.
2144		High speed rail connections to Chicago and msp. Safe bicycle and pedestrian connections. State oversight of mandated regional bike/ped plans.
2145		More green options! I don't want to rely on fossil fuels to travel the state
2146		We need to invest in public transit in the major cities while encouraging other forms of transit within cities. High speed rail should have been invested in as it would place less strain on our major interstate while allowing those without cars in Chicago and MSP to connect to our cities on tourist destinations. We missed a major opportunity and connect WI with neighboring large cities.
2147		Pay by card or on phone.
2148		Build the Route of The Badger plan out and connect communities bu bike trail in SE WI.
2149		Do not over build. The interchange between 29, 41 and 43 was grossly overbuilt costing \$300 million more than it needed to by building ramps and bridges where a simple roundabout junction would have been sufficient for the traffic flow. This is repeated across the state. Use active real time traffic management information to direct traffic to the most efficient route- avoiding building expensive redundancy.
2150		Surface and bridge repair
2151		Don't do stupid projects like light rail.
2152		Start viewing access to technology and information infrastructure (the worldwide web) as a transportation issue. Work-from-home options and researching options before making trips can significantly reduce load on our roads. This all depends on accessible and inexpensive Internet service for our residents and businesses.
2153		integrating more technology and smart systems into our roadways for traffic control, safety, and security of all motorists on WI roads. Upgrading current systems, fiber pathways, and incorporating AI into our solutions.  Happy to support the WisDOT efforts! <a href="http://www.cablecomllc.com">www.cablecomllc.com</a>
2154		Lower traffic state highways

ID	Region	Comment
2155		Abolish the special registration fee tax on on vehicles that are fuel efficient. Graduate the annual vehicle Registration Fee so that it is proportional to the damage caused to the roads by the vehicle weight..
2156		Stop the Governor from siphoning gas tax dollars from the fund for things like museums. Our roads in Northern Wisconsin are getting worse.
2157		Sensitivity to international visitors' needs  A central coordination of train and bus schedules helping those who do not drive (such as the blind or elderly)how to independently get around in Wisconsin
2158		Keep our public infrastructure in the hands of the public, not in profit-seeking entities or fluff-y middlemen. Shift the burden of cost onto those choosing less-sustainable options, but exempt key industries that maintain our infrastructure and promote a strong localized economy.
2159		Spend you money on the driving surfaces and quit wasting money on things like fake brick all over the place.
2160		Tolling has already been studied in this state way too often. Go back and look at the first 2 studies. The costs in install and maintain tolling won't be effective. Just finished I94 from Milwaukee to Illinois... unless you put OH cameras everywhere... how will be done with cash.
2161		no tolls!!!!!!!!!!
2162		With electric cars and more fuel efficient vehicles, we need to figure out how to raise the necessary funds to maintain our roads. If funding is not available, we need to focus on maintaining what we have instead of investing in major projects that will have minimal impacts.
2163		Stop diverting TAP dollars to highway projects.
2164		More intercity train lines people (like what Scott Walker foolishly shot down
2165		To me, the most important issues to focus on are:  1) improving fuel efficiency and exploring sustainable energy options for public transportation  2) improving the quality and convenience of public transportation so that more people will use it instead of individual vehicles  Thank you!
2166		Reduce vehicle miles traveled significantly by removing unnecessary highways, tolling, and improving multimodal options
2167		Hoping that there is rail transit with bike storage to State Parks/ Rail transit between large cities--so that we are less dependent on cars.
2168		This won't be America by then... we will have killed ourselves off in another civil war.
2169		This is a test submission to ensure that the updated Budget Tool is working and submitting correctly.

ID	Region	Comment
		I have already completed my survey but forgot a very important recommendation. I believe if Wisconsin is truly ever going to have a safe, efficient and sustainable transportation system we must move away from a partisan appointed system of leadership. We cannot accomplish the goals of any long-term planning efforts when the direction of the entire department has to change course with each administration, Assembly or Senate change, especially when that change is from one party control to another. We cannot get to our destination with a map that is continually rewritten each election. It is critical to Wisconsin's future to transform to a bipartisan transportation board made of legislators (if it were up to me, no legislators would be involved as I do not believe politics has any place in engineering but I understand that is not a reasonable expectation) , transportation professionals, planning professionals, local representation, public members at large who do not have a particular business interest and possibly non-voting members from other state transportation departments. The members should rotate with rolling terms opposite the bi-annual budget, extending beyond the 6-year program, and include term limits. Decisions should then be made based on weighted benefit-cost which benefits the largest number of WI taxpayers and is developed with sound engineering, not specific industries, businesses or individuals.
2170		Without a drastic change like this, the 2050 plan will be outdated by the next election.
2171		Be sure that any system created is accessible to everyone
2172		There is enough existing road way and the focus should be on maintaining current infrastructure.
2173		Make sure the the government can't take funds away from transportation to use some where else.
2174		sustainability will be a key issue. Stop adding capacity, focus on fix it first projects and investments in multimodal transportation. Consider pricing in congested areas and invest excess pricing revenue in transit and bike/ped. Create a sustainability program at DOT. Look to california's caltrans for guidance on sustainability in rural areas, as well as urban.
2175		Be a hyperloop train city
2176		Continue to provide transportation for all income levels and demographics. Pedestrian connections are important.
		Fix safety issues before a serious crash or fatality. You are engineers you know where potential issues are. Don't wait until it's another statistic.
2177		Get the biggest bang for the buck and do more highway projects and less mega projects.
2178		Most wear & tear on roads is commercial traffic, so corporate taxes should be raised to pay for most maintenance.
2179		Please look for connections and mobility across the state. Sections of I94 between Madison/Milwaukee and Madison and Portage need to be expanded. These are the guts of our economy and tourism and having slow downs and unreliable system are not Wisconsin and how we should manage Wisconsin highways.
2180		raise the gas tax
2181		The IH 794 extension to STH 100 (or further south) should be a high priority.
2182		Maintain the rds!!!! Wisconsin rds suck!!!
2183		Be innovative and forward-thinking
2184		More public transit is a must because increasing roads will not help people move efficiently. If possible, we need to think about removing unnecessary highways within major cities to reconnect neighborhoods while improving regional transportation. We are losing people because of the lack of transportation options available in our cities.
2185		Wisconsin should use any and all other means of financing infrastructure maintenance than the use of tollways.
2186		Trains should be used more throughout Wisconsin
2187		better rds

ID	Region	Comment
2188		<p>So much forestry and natural habitat has been removed so the higher income subdivisions could be installed. Millions move to areas because we expected to live in a "natural" area full of trees and wildlife. The big city "visitors" have destroyed the wildlifes ability to roam and are killing and running over anything that gets in their way. Knocking off mailboxes etc has caused financial stress on some people because the young just do not care in today's world. Throwing garbage out of the automobile window because they might have to stop at a garbage receptacle and actually do something besides be on their phones. Maybe start giving jail time for littering/dumping instead of a ticket that will not be paid anyway. Stop ignoring those who actually care about the area they live in because as we all know - hard working taxpayers are what funds these projects - not welfare recipients.</p> <p>More roundabout in Highly traveled areas</p>
2189		More roundabout in Highly traveled areas
2190		More roads, fix existing roads/bridges, no more money for Barrett's trolly.
2191		Stop using chemicals that destroy are vehicles. I can imagine what its doing to the environment
2192		Stop using chemicals
2193		Switch to electric vehicles with renewable energy charging stations
2194		We need high speed rail to connect our major (and some not so major) population areas (connect our state north to south, east to west)
2195		Freeway ramp design should have maximum safety in mind. Drivers on ramps should see main traffic flow without completely turning away from the road in front of them.