

RESOLUTION SUPPORTING NEW HIGHWAY 10 INITIATIVES

WHEREAS no need for the by pass has been proven. The state DOT has been citing their 1996 Origins – Destination Study of Portage County as the basis for building the bypass. However, according to that document, about 5 percent may actually use the bypass.

WHEREAS the influence of the Highway 10 bypass will reach far beyond traffic routes and set the agenda for all growth and future land use in Portage County and will serve as a catalyst for sprawl.

WHEREAS the proposed bypass will have negative social impacts, fragmenting Portage County, and by destroying existing neighborhoods and thousands of acres of fertile farmland.

WHEREAS the proposed Highway 10 Bypass around Stevens Point will have significant negative environmental and ecological impacts by destroying more than a thousand acres of wetlands, woodlands, prairies, and other wildlife habitat.

WHEREAS the state DOT should not be allowed to divide the proposed Highway 10 Bypass into two study parts. This is one entire project. The impacts should not be studied in segments, which divides the community input and involvement.

WHEREAS the state DOT has been misleading in regards to the official *No Build* option. *No Build* does not mean do nothing. The *No Build* option can mean work within existing roadways, improving traffic flow and improving safety. Improvements can include passing lanes, timed stoplights, signs marking a truck route and other engineering options. This, *legally*, needs to be studied, examined and part of the DOT's proposal.

WHEREAS the bypass will have negative secondary impacts by transporting customers around our traditional centers of commerce and encouraging sprawl.

WHEREAS other areas of the state, such as southeastern Wisconsin, have greater need for the taxpayer funds that would be allocated for this project (over \$100 million).

WHEREAS progressive and comprehensive implementation of transportation solutions would minimize negative impacts on the quality of life in Portage County.

THEREFORE BE IT RESOLVED that we oppose the Highway 10 by pass of Stevens Point as currently proposed, and we encourage WisDOT to use existing concrete and corridors when looking at improving transportation along Highway 10 in central Wisconsin.

Approved this 8th day of July, 2002

For the Town of Hull Board:

Attest: Janet R Wolle, Clerk

By: John W Holdridge, Chairperson