Center for Environmental Excellence

“Disproportionate Impact from Planning and/or Project Delivery”

Environmental Justice Community of Practice
March 15th, 2018
Webinar Agenda

• Agenda Overview, Housekeeping: Samantha Hoilett, AASHTO

• WisDOT’s Environmental Justice Analysis Process, Application to the US 151 (Verona Road) Project: Carolyn Amegashie, Wisconsin DOT

• Beavercreek Bus Battle & Title VI Compliance: Sarah Wade, Ohio DOT

• Questions & Answers

• EJ CoP Next Steps: Samantha Hoilett, AASHTO
Housekeeping

• All attendees are on mute

• We’ll be saving all questions until the end.

• If you would like to make a comment or ask a question, please enter your thoughts into the question pane, or raise your hand so I can know to unmute you. The “raise hand” option should be a small hand icon in the “Attendee” panel.

• The webinar will be recorded and available on the Center Website within a week. Presentations will also be uploaded and available here:

• Environment.transportation.org > Products and Programs > Communities of Practice Forums > EJ CoP
You Can’t Get There From Here.....

Sarah E. Wade
ADA/504 Program Manager
Division of Opportunity, Diversity & Inclusion
Office of Equal Opportunity
Title VI of the Civil Rights Act of 1964

Prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance
What is Title VI?

- Promote fairness and equity in Federally assisted programs and activities;
- Based on the fundamental principle that all human beings are created equal;
- Rooted in the constitutional guarantee that all human beings are entitled to equal protection of the laws;
- Address involvement of impacted persons in the decision-making process.
Beavercreek, Ohio

The largest city in Greene County, Ohio, and is the second largest suburb of Dayton behind Kettering. 2010 census: population was 45,193. Area: 26.44 sq. miles and part of the Dayton Metropolitan Statistical Area.
Demographics

- **Green County, Ohio** – in which the City of Beavercreek sits
  - Approximately 6% African American
  - City of Beavercreek is less than 1% African American

- **Montgomery County-Dayton, Oh (Primary County that GDRTA serves)**
  - Approximately 20% African American
  - City of Dayton is about 40% African American

- **73% of GDRTA riders are minority**
  - African Americans make up 64% of total ridership

- Denial of bus services equates to reduction in access to jobs, education, and healthcare. It disproportionately affects minorities, especially African Americans, and therefore creates an issue of discrimination and injustice.

You Can’t Get There From Here.....
So, what happened?

- Greater Dayton Regional Transit Authority (GDRTA) (Montgomery Co.):
  - Operated 10 bus stops within the City of Beavercreek (Greene County)
  - No fixed route transit system in, only a “Flex-route” system (Greene CATS)

- In November 2010 GDRTA applied for 3 additional transit stops, on public right-of-way, within the City of Beavercreek along Pentagon Boulevard

- After Beavercreek City Council reviewed GDRTA’s application for further expansion they revised their transit design standards
  - By adding a clause that gave the city council the liberty to “to modify or expand upon the recommendations of the Public Administrative Services Director prior to approval of any such application”

And they did just that…..

You Can’t Get There From Here…..
You Can’t Get There From Here.....

Current Walking Path to Mall, 1.5 miles total, 0.75 miles along N. Fairfield, over I-675, with no sidewalk

The area in question
The Allegations Were Filed

- August 2011 ABLE/LEAD (Leaders for Equality and Action in Dayton)
- Long-standing bussing issue, as far back as 1993
- Have been denied bussing and as a result access to:
  - Jobs opportunities at Fairfield Commons Mall
  - Job opportunities and health care access at a newly constructed hospital
  - Educational opportunities at the branch campuses of two community colleges

You Can’t Get There From Here.....
What happened next?

- The City of Beavercreek City Council added items to the design criteria in order to have the application approved were:
  - Provide police call boxes
  - Provide surveillance cameras
  - Provide a ridership study
  - Provide heated and air conditioned bus shelters **
  - Provide 18” thick concrete pads (normal standard 10”) for pullouts
  - Limit the use of stops to small, airport shuttle type buses
  - Provide deposit for hypothetical new traffic signals
  - Accept invoicing for police services directly related to the bus stops

- GDRTA and Beavercreek could not come to a mutual agreement, process became contentious

- March 2011 Beavercreek denied gdrta’s application (6-0 vote)

- August 2011 Advocates for Legal Equality (ABLE) filed a Title VI complaint with US DOT/FHWA against the City of Beavercreek alleging race discrimination
The Battle Gears Up

You Can’t Get There From Here.....
How much money are we talking about?

The City of Beavercreek received the following federal financial aid from FHWA in the 3 year period surrounding the complaint:

- 3 million in 2011
- 2.1 million in 2012
- 6.2 million in 2013

Total of $11.3 million
Beavercreek City Council’s Response To Allegations

Contended that the city’s Denial of GDRTA’s application was based on legitimate reasons:
- Safety
- Costs of increased city services
- Lack of ridership study
- Provided alternatives:
  - GDRTA could place stops on private property
  - Riders can take GDRTA bus to Wright State and then walk across the bridge (>1 mile, not equipped for pedestrian travel, busy intersection without sidewalks)
  - or utilize Greene Cats (flex route system)—Must call day ahead

City of Beavercreek’s response to LEAD’s complaint filed with FHWA.

You Can’t Get There From Here.....
FHWA’s Investigation

- Week of April 9, 2012, Lester Finkle, FHWA National Title VI/Nondiscrimination Program Manager, Washington D.C., members of his staff, as well as Ohio FHWA Civil Rights representatives traveled to Beavercreek to investigate the allegations:
  - Toured the area
  - Met with City of Beavercreek City Council and City Manager
  - Met with leaders of ABLE and LEAD
  - And met with members of the community
FHWA’s Investigation

You Can’t Get There From Here.....
You Can’t Get There From Here.....
You Can’t Get There From Here.....
FHWA’s Response and Findings

June 26, 2013

FHWA’s findings were issued

As a result of Beavercreek’s denial of GDRTA’s application African Americans have faced discriminatory impact

Beavercreek’s actions are not consistent with DOT’s Title VI regulation (49 C.F.R. §21.5(b)(2)-(3))

Historical Findings

You Can’t Get There From Here.....
FHWA’s Recommendations

1) Design and implement a transit stops application process that does not violate Title VI (intentionally or unintentionally) and that does not involve unreasonable or extensively costly criteria

2) ODOT will provide technical assistance and monitor progress toward compliance

3) FHWA Ohio Division will coordinate with ODOT

4) Beavercreek with re-hear GDRTA’s 2010/2011 application for the 3 proposed bus stops under the previous 2000 version of the Design Criteria

Beavercreek’s actions are not consistent with DOT’s Title VI regulations (49 C.F.R. § 21.56(b)(2)(3)).

Having determined that the City has violated Title VI, the FHWA makes the following recommendations to bring the Respondent into compliance:

1. The respondent will develop and implement a Transit Stops Application process specifically and a process for federally-funded programs generally that do not violate Title VI (whether intentional or unintentional discrimination). The process will not involve unreasonable or extensively costly criteria or other requirements which will have the effect of excluding RTA buses from the Respondent’s jurisdiction. Requirements must be narrowly tailored to meet compelling interests.

2. The Ohio Department of Transportation (ODOT) will monitor the respondent and provide technical assistance, as appropriate, as the respondent develops and implements the Title VI compliance process.

3. The FHWA Ohio Division Office will coordinate with the ODOT to ensure that the respondent develops and implements the Title VI compliance process.

4. The respondent will re-hear the application for the three proposed bus stops submitted by RTA in 2010/2011 under the 2000 “Design Criteria for Public Transit Stops.” The respondent shall not require the RTA to meet the nine additional criteria imposed by the City Council in March 2011, which the FHWA has found, through this investigation and letter of finding, to be not reasonably necessary to meeting a legitimate, important goal that is integral to the City’s mission. The respondent will ensure that the determination for approval/denial of three bus stops (six daily trips) is based upon whether the RTA’s application meets the respondent’s 2000 “Design Criteria for Public Transit Stops” and ensure that decisions regarding construction details, bonding requirements, maintenance standards, etc., are reserved until after the application is either approved or denied.

The respondent will document how it or plans to implement each of the four (4) recommendations outlined above. The documents showing the implementation of the recommendations or the implementation of alternative measures are to be provided to the FHWA, Office of the Associate Administrator for Civil Rights (HCR-1), 1200 New Jersey Avenue, SE, Washington, DC 20590, within 90 days of receipt of this Letter of Finding.

The intention of this letter is to provide the City an opportunity to correct the Title VI noncompliance identified herein informally through the recommendations identified above. If FHWA determines that the City has failed to correct its noncompliance within the noted 90-day period...

39 The City shall not require the RTA to: (1) provide police phone call boxes at the proposed stops; (2) provide surveillance cameras at the proposed stops; (3) provide a site plan for the proposed Route 1 extension along Pungent Road; (4) provide bus stop and air conditioned bus shelters for the proposed stops; (5) provide 18-inch thick concrete pads at the proposed bus stops instead of the normally required 10-inch thick pads; (6) limit the use of the transit stops to small, airport-shuttle type buses, rather than the typical transit buses that RTA currently uses for its Route 1 line; (7) provide a deposit for hypothetical new traffic signals required by the proposed stops; (8) accept responsibility for police services directly related to its proposed transit stops; (9) agree to limit its proposed bus stops to use only by the RTA’s Route 1 buses, prohibiting use by other RTA vehicles or other transit providers’ vehicles.
And so it began....

- Beavercreek hired an attorney, Adam Levin, Hogan Lovells, LLP, Washington D.C., to evaluate the implications of the ruling and to clarify their legal options
  - Options:
    - Work with ODOT and FHWA on the 90-day timeframe
    - Negotiate with RTA on bus stop placement and plan
    - Challenge FHWA’s findings in federal court
      - could take 9-18 months
      - VERY costly to the city, win or lose (hundreds of thousands of dollars)
  - Questions from council:
    - Can we put the issue on the ballot? (no, federal mandates cannot be overturned by local ballot)
    - Home Rule Apply? (No, same answer as above)
    - Can we appeal? (Yes, but the cities funding would be in jeopardy and it would be very costly)
    - If we challenge, how long will our federal funding be unavailable? (perpetually)
- Beavercreek hired a consultant to evaluate:
  - the current bus stop ordinance
  - Bus stop design standards
Resistance From City Council

- City Council stated that FHWA and ODOT were “extorting” them
- Council said “before you know it we will have another ‘corner of chaos’ like at the Dayton mall”
- “The inference that Beavercreek was discriminating against the poor and blacks shut down dialogue between Beavercreek and GDRTA”
- “There is no evidence the service is needed and extending the route is a waste of taxpayers money”
- There has to be discussion of the fact that other malls — the Dayton Mall and, before that, the Salem Mall — had bad experiences with young people making trouble, presumably some of them RTA riders
- “My constituents want me to vote no”

You Can’t Get There From Here.....
What The “People” Said

- “Put the stops in, it’s the right thing to do”
- “Beavercreek isn’t in touch with the real world and its changing landscape”
- “It’s not about race, I voted for Obama”
- “We are not an island and we need to provide access”
- “disappointed that Mr. Levin didn’t discuss any precedent cases so that Beavercreek would have a defense” *(because there aren’t any)*
- “This service will bring people into Beavercreek, but will also allow Beavercreek residents to travel out of Beavercreek”
- “We are going to have yet another winter of walking across the I-675 bridge”
- “don’t hurt our reputation, put the stops in”
- “This isn’t about motives, it’s about disparate impact on minorities”
- It’s not just criminals who would be riding the bus, but a lot of normal people too.

You Can’t Get There From Here.....
Media Response

You Can’t Get There From Here…..

Leave It to Beavercreek…
“…a mini-war has been waged over public transportation.”

Quick Poll
What genius ideas will Beavercreek implement to keep minorities out of their town?

- Retroactively place detour signs on the Underground Railroad
- Put white hoods on all Wal-Mart greeters
- Change all the downtown “Don’t Walk” signs to flashing swastikas
- Nightly screenings of “Ozzie & Harriet” in the town square
- Install extra-strength fire hoses on every corner
- Finally getting around to evicting the 95-year-old lesbian who named the town “Beavercreek”
- Change the town’s name to “Crackerville”
- Invite a bunch of random Mexicans to come up and build a fence

Feds: Beavercreek violates civil rights (no bus service from the ‘hood to their mall)

Mostly-White Ohio Suburb Fighting To Prevent Mostly-Black Bus-Riders From Entering Community
Finally….APPROVED!

1st ride: Sunday, January 12, 2014

You Can’t Get There From Here.....
Now You Can Get There

You Can’t Get There From Here.....
Shelters Installed

Custom made shelters with solar powered trash compactor receptacles were installed on March 28, 2014

You Can’t Get There From Here.....
Then The Real Work Began....

Beavercreek’s proposed new design standards contained several conditions that ODOT felt were meant to be punitive in nature and overly excessive:

- Bus stops cannot be placed near ATM’s
- Spacing between stops
- Requiring costly pullouts for every new stop
- Additional Lighting above norm
- Excessive Maintenance Frequency
- Required Immediate Response to Vandalism

You Can’t Get There From Here.....
New Criteria Does Not Remedy

Steve,

ODOT has had the opportunity to review the proposed bus stop design criteria and the comments provided by both Greater Dayton RTA and LEAD. ODOT has serious concerns that the proposed criteria does not comply with FHWA’s recommendation #1 regarding the development and implementation of a transit stop application process that does not violate Title VI (whether intentional or unintentional discrimination). Specifically, the proposed criteria seems to involve unreasonable or extensively costly criteria or other requirements which have the effect of excluding additional Greater Dayton RTA buses within the City of Beavercreek’s boundaries. I have had the opportunity to attend several city council meetings and even at the most recent meeting there are still comments being made about “those people” when referring to individuals who use public transportation. (For example, Mayor Jarvis made mention that because of “those people” there are grocery carts being left at the bus stops.) These types of comments coupled with the extensively onerous requirements are contrary to the spirit of what is trying to be accomplished in relationship to ensuring the City’s compliance with FHWA’s recommendations.

It is ODOT’s position that the proposed bus stop design criteria does not remedy the Title VI noncompliance issue as it relates to recommendation #1 in FHWA’s June 26, 2013 Letter of Findings issued to the City of Beavercreek. Thus, ODOT cannot in good faith advise you that the present course is appropriate for complying with the recommendation. Further, as ODOT is responsible for monitoring Beavercreek’s progress in complying with the recommendations, ODOT cannot inform FHWA that the current proposed bus stop design criteria is consistent with the recommendation.

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You Can’t Get There From Here.....
PROPOSED BUS STOP DESIGN CRITERIA
CITY OF BEAVERCREEK, OHIO

REVISED DRAFT
MARCH 5, MARCH 12, MARCH 18, 2014

1.0 Purpose:
The purpose of this document is threefold:
1. To identify the elements of a bus stop.
2. To set guidelines for the design of bus stops and the placement of bus stop amenities.
3. To describe the process for managing and developing bus stops.

Through explanations and diagrams, this document provides the tools needed to plan bus stops and associated amenities within the City of Beavercreek.

2.0 Bus Stop Design Criteria Goals:
- A basic bus stop should consist of an accessible, paved area and easily identifiable signage. Bus stop shelters and other amenities shall be provided consistent with a set of bus stop development criteria.
- Bus stops should be placed to assure customer convenience and provide for the safety of pedestrians and vehicles. Stops shall be visible, near crosswalks and in well lit areas.
New Design Standards Readings

- Three readings required prior to vote
  - Reading one
  - Reading two
    - Tabled
    - Tabled
  - Reading three
- Vote:
  - Approved, Monday, April 14, 2014
What’s Next?

Long Term Follow Up

ODOT reached out to both GDRTA and The City of Beavercreek several times over the first year of operation of the expanded bus routes.

The only issue reported was one instance of a soda can on the ground at a bus stop.

ODOT will continue to monitor compliance as directed by FHWA to ensure any outstanding issues are addressed and that the MOU and Maintenance Agreements are functional.

Increased National Attention
Free To Ride is the story of the relentless spirit of community members from across Dayton, Ohio who overcame a suburban contingent fearfully opposed to the expansion of public transit along a commercial corridor, and the system of checks and balances that allowed justice and reason to prevail. Amid growing racial tension in the United States and around the globe, Free To Ride shows that peaceful change is possible and provides communities with a film they can use to build meaningful equity movements in their part of the world.
Free To Ride

You Can’t Get There From Here.....
Free To Ride is the story of the relentless spirit of community members from across Dayton, Ohio who overcame a suburban contingent fearfully opposed to the expansion of public transit along a commercial corridor, and the system of checks and balances that allowed justice and reason to prevail. Amid growing racial tension in the United States and around the globe, Free To Ride shows that peaceful change is possible and provides communities with a film they can use to build meaningful equity movements in their part of the world.
References:

Beavercreek's Denial of RTA Bus Stops a Violation of Civil Rights;

Beavercreek, Ohio accused of keeping blacks out of their city in RTA controversy

Feds: Beavercreek (Ohio) violates civil rights (no bus service from the 'hood to their mall);
http://www.freerepublic.com/focus/news/3039417/posts

Let the People Ride; http://leaddayton.wordpress.com/let-the-people-ride/
Leave It to Beavercreek, Ohio;
http://www.huffingtonpost.com/lester-charlie/leave-it-to-beavercreek-o_b_3726943.html

Mostly-White Ohio Suburb Fighting To Prevent Mostly-Black Bus-Riders From Entering Community;
http://thinkprogress.org/justice/2013/08/06/2419681/ohio-bus-discrimination/

Mostly-White Ohio Suburb Gives In, Allows Mostly-Black Bus-Riders Into Community;
http://thinkprogress.org/justice/2013/10/15/2779621/ohio-bus-riders/

Public buses can’t stop at the county border;
http://www.huffingtonpost.com/lester-charlie/leave-it-to-beavercreek-o_b_3726943.html
http://thinkprogress.org/justice/2013/08/06/2419681/ohio-bus-discrimination/
**Video Links:**

**Beavercreek Bus Battle Ruling on moratorium-July 23, 2013**
Vote on Bus stop design standards change-Voted in these revised bus stop design standards after they were already aware LEAD/ABLE filed a lawsuit
1:55 video
https://www.youtube.com/watch?v=Sfr9q7pcnc8

**FHWA’s visit to Beavercreek-Lester Finkle April 2012**
1:33 video
https://www.youtube.com/watch?v=7JdjbSbyta4

**Beavercreek City Council Delays Applications of All New Bus Stops: August 12, 2013**
Beavercreek Bus Battle August 13, 2013-Approved the application for the 3 original stops but approved a 6 month hold on any new for revision of design standards.
2:18 video
https://www.youtube.com/watch?v=90Z1dPdP3co

**New bus stops start service Sunday –January, 2014**
2:12 video
https://www.youtube.com/watch?v=nFtHjRPs3_Q

**Beavercreek Route Addition-GDRTA video**
7 minute
http://www.youtube.com/watch?v=kIVvoxOHjqo

**Free To Ride Teaser**
1:22 video
https://www.youtube.com/watch?v=48HInuSzRJU

**Free To Ride Trailer**
2:22 video
https://youtu.be/pV-oXRFk7ks
Media Links/Credits:

2011 - Beavercreek Ohio Prepares to deny bus service to new developments; https://www.youtube.com/watch?v=SKjKUjO6zLs

Beavercreek Bus Battle Ruling; https://www.youtube.com/watch?v=90Z1dPdP3co

Beavercreek City Council Delays Applications of All New Bus Stops: https://www.youtube.com/watch?v=v6OU-eCPbY

RTA Bus Stop Rolls into New Beavercreek Location: https://www.youtube.com/watch?v=EzeWqpfGK34

Beavercreek Route Addition: http://www.youtube.com/watch?v=kIVvoxOHjq0&feature=youtu.be

BEAVERCREEK OH - We deserve $74,000 bus stops in the suburbs: https://www.youtube.com/watch?v=Sfr9q7pcnc8

Civil Rights - violated in Beavercreek Ohio?: https://www.youtube.com/watch?v=7Jdjbsbyta4

Credit and Thanks:

• *Free To Ride* documentary teaser used with permission from Matthew Martin, Free to Ride writer/producer

• Beavercreek Route Addition video used with permission from Mark Donaghy, Chief Executive Officer, GDRTA
Contact information

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WisDOT’s Environmental Justice Analysis Process

Application to the US 151 (Verona Road) Project
IMPLEMENTING EJ AT WISDOT

A 9-STEP APPROACH:

1. Identify Whether Minority Populations or Low-Income Populations are Present

2. Assess Beneficial Impacts/Enhance if Practical

3. Assess Adverse Impacts/Identify Issues of Concern or Controversy...Avoid, Minimize, Mitigate

4. Assess Disproportionate Impacts Quantitative/Qualitative Assessment
5. Implement **Further** Mitigation Measures, Compare Alternatives to Make Decisions
6. Address Title VI Concerns, if any
7. Implement **Further** Mitigation Measures
8. Compare Alternatives and Costs to Make a Decision
9. Document Process and Outcomes
IMPLEMENTING ENVIRONMENTAL JUSTICE
(A Conceptual Framework)

IDENTIFY MINORITY POPULATIONS/LOW-INCOME POPULATIONS

Not Present in Project Area → Method of Determination → End Investigation → Document Findings → Implement Project

Present in Project Area → Indicate Affected Racial/Ethnic and/or Low-Income Groups → Identify Beneficial Impacts → Enhance Beneficial Impact if Practical
IMPLEMENTING ENVIRONMENTAL JUSTICE
(A Conceptual Framework) (Cont’d)

ASSESS ADVERSE IMPACTS:
• General Economic
• Community/Residential
• Commercial/Industrial
• Agricultural
• Wetland
• Stream/Floodplain
• Lake/Water Body
• Upland Habitat
• Air Quality
• Construction
  State/General Sound quality
• Unique Area
• Hazardous Substance
• Aesthetic
• Etc.

Indicate Affected Racial/Ethnic and/or Low-Income Groups

Identify Environmental Issues of Concern or Controversy

• No Adverse Effect
• No Issues of Concern or Controversy

End Investigation

Document Findings

Implement Project

• Adverse Effects
• Issues of Concern or Controversy
IMPLEMENTING ENVIRONMENTAL JUSTICE
(A Conceptual Framework)  (Cont’d)

• Adverse Effects
• Issues of Concern or Controversy

ASSESS DISPROPORTIONATE IMPACTS

Quantitative Assessment

No Disproportionate Impacts

End Investigation

Mitigate Adverse Impacts

Document Findings

Implement Project

Qualitative Assessment

Disproportionate Impacts

Identify/Implement Further Mitigation Measures

Document Findings

Implement Alternative

Identify Other Alternatives

Implement Another Alternative or Stop Project
ADDRESS TITLE VI CONCERNS

- No Title VI Groups Affected
  - Identify other Alternatives
  - No Substantial Need for Project and Alternative of Less Adverse Effects Will Not Produce Other More Severe Adverse Effect or Involve Cost of Extraordinary Magnitude
  - Stop Project
  - Document Findings

- Title VI Groups Affected
  - Demonstrate that Substantial Need Exists for Project and Alternatives of Less Adverse Effects Would Produce other Effects that are More Severe or Involve Costs of Extraordinary Magnitude
  - Mitigate
  - Document Title VI Findings

- Substantial Need Exists for Project and Alternatives of Less Adverse Effects Will Produce other More Severe Adverse Effects or Involve Cost of Extraordinary Magnitude
  - Stop Project
  - Document Findings
Environmental Justice Evaluation--A Conceptual Framework
Wisconsin Department of Transportation

IDENTIFY MINORITY POPULATION/LOW-INCOME POPULATIONS

- Not Present in Project Area
- Present in Project Area

ASSESS ADVERSE IMPACTS
- General Economic
- Commercial/Industrial
- Agricultural
- Wetland
- Stream/Floodplain
- Lake/Water Body
- Upland Habitat
- Air Quality
- Construction
- Sound Quality
- Unique Area
- Hazardous Substance
- Aesthetic
- Etc.

ASSESS DISPROPORTIONATE IMPACTS

- Quantitative Assessment
- Qualitative Assessment

ADDRESS TITLE VI CONCERNS

- No Title VI Groups Affected
- Title VI Groups Affected

No Adverse Effect
- No Issues of Concern or Controversy

Adverse Effects
- Issues of Concern or Controversy

No Substantial Need for Project and Alternative of Less Adverse Effects Will Not Produce Other More Severe Adverse Effect or Involve Cost of Extraordinary Magnitude

Substantial Need Exists for Project and Alternative of Less Adverse Effects Will Produce Other More Severe Adverse Effects or Involve Cost of Extraordinary Magnitude

End Investigation

Identify/Implement Further Mitigation Measures

Identify Other Alternatives

Identify Beneficial Impacts

Enhance Beneficial Impacts if Practical

Implement Projects

Document Findings

Mitigate Adverse Impacts

Identify/Implement Further Mitigation Measures

Implement Alternative

Implement another Alternative or Stop Project

Stop Project

Document Findings

Mitigate

Document EJ Findings

Implement Alternative

Document Title VI Findings

Implement Alternative

Document Title VI Findings
US 151’s role in the state’s transportation system

US 151 has been designated a higher state priority Backbone Route in the connections 2030 State Highway Plan. Backbone Routes are the state’s most important highways and have a higher state priority. They make up only 3 percent of Wisconsin’s roadways, yet carry 34 percent of all auto travel and 57 percent of all truck travel. As a Backbone Route, US 151 is an important regional corridor and connects major metropolitan areas within Wisconsin to the nation.

Currently this section of US 151 is the only urban section with signals in the entire 170 mile US 151 Backbone Route from Fond du Lac to Dubuque.

<table>
<thead>
<tr>
<th></th>
<th>Madison (City and Town of)</th>
<th>Neighborhoods Surrounding Verona Road Interchange</th>
<th>Allied-Belmar Neighborhood</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Population</strong></td>
<td>235,560</td>
<td>12,483</td>
<td>2,412</td>
</tr>
<tr>
<td><strong>% Disabled</strong></td>
<td>13%</td>
<td>28%</td>
<td>35%</td>
</tr>
<tr>
<td><strong>% Elderly</strong></td>
<td>9%</td>
<td>10%</td>
<td>2%</td>
</tr>
<tr>
<td><strong>% Minority</strong></td>
<td>17%</td>
<td>25%</td>
<td>61%</td>
</tr>
<tr>
<td><strong>% Below Poverty Level</strong></td>
<td>14%</td>
<td>10%</td>
<td>26%</td>
</tr>
<tr>
<td>Population Age 16 and Over in Labor Force</td>
<td>145,027</td>
<td>7,103</td>
<td>1,166</td>
</tr>
<tr>
<td>Population Age 16 and Over Not in Labor Force</td>
<td>52,306</td>
<td>2,663</td>
<td>465</td>
</tr>
</tbody>
</table>

1Source: US Census 2000 Summary File 1 (100 percent data)
2Source: US Census 2000 Summary File 3 (in-depth population and housing data collected on a sample basis from the Census 2000 long form questionnaire)
3Source: US Census 2000 Summary File 3
Note: See Figure E.1-1 and Table E.1-1 in Section 4.8 for more information and a delineation of the neighborhoods surrounding Verona Road
Traffic congestion

Substantial traffic backups and delay on the Beltline and Verona Road occur daily.

Level of Service (LOS) is a measure used by traffic engineers to determine the amount of congestion on streets. It ranges from LOS A (no congestion) to LOS F (very congested). The table below explains the average motorist delay associated with each LOS.

<table>
<thead>
<tr>
<th>Level of Service (LOS)</th>
<th>Average Seconds of Delay</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>&lt;10 seconds</td>
</tr>
<tr>
<td>B</td>
<td>10-20 seconds</td>
</tr>
<tr>
<td>C</td>
<td>21-35 seconds</td>
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<tr>
<td>D</td>
<td>36-55 seconds</td>
</tr>
<tr>
<td>E</td>
<td>56-80 seconds</td>
</tr>
<tr>
<td>F</td>
<td>&gt;80 seconds</td>
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</table>

Drivers choose alternate routes through nearby neighborhoods.

Average delay on Verona Road is currently 3 times longer than it should be.
Pavement and bridge needs

- Bridge Constructed in 1957
- Only Bridge on West Beltline Not Reconstructed/Widened
Inadequate walking and biking facilities reduce safety, increase travel time
Raymond Rd

Semiolo Highway

Midvale Blvd

Seminole Highway Bridge

Modified

Single-point Interchange

Freeport Connection
(possibly removed after construction)

Summit Road Jug-handle

Whitney Way Interchange Ramp Modifications

Six Lanes Extended Through Whitney Way Interchange

Semiolo Highway

Figure 2.5-20
Figure 2.5

- **Six Lanes Extended Through Whitney Way Interchange**
- **Freeport Connection** (possibly removed after construction)
- **Summit Road Jug-handle**
- **Jug-handle roundabout underneath Verona Road**
- **Carling Drive Extension**
- **Stormwater Basin**
- **Nakoma Plaza Shopping Center**
- **Bellline**
- **Hammersley Road**
- **Nakoma Road**
- **Verona Road**
- **Raymond Rd**
- **Nakoma League Neighborhood**
- **Madison Plaza Shopping Center**
- **Avalon Village**
- **Hammersley Road**
- **Britt Parkway**
- **Britt Park**
- **De Volis Parkway**
- **De Volis Park**
- **Orc hard Ridge Neighborhood**
- **Meadowood Neighborhood**
- **Dunn's Marsh Neighborhood**
- **Allied Neighborhood**
- **Nakoma Plaza**
- **Ped-Bike Overpass Replaced**
- **Midvale Blvd Ped-Bike Overpass Replaced**
- **Midvale Blvd Ped-Bike Underpass**
- **New Ped-Bike Underpass**
- **Single-point Interchange**
- **NORTH**
- **Six Lanes Extended Through Whitney Way Interchange**
- **Freeport Connection** (possibly removed after construction)
- **Summit Road Jug-handle**
- **Jug-handle roundabout underneath Verona Road**
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- **Midvale Blvd Ped-Bike Overpass Replaced**
- **Midvale Blvd Ped-Bike Underpass**
- **New Ped-Bike Underpass**
- **Single-point Interchange**
- **NORTH**
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<th>Unit Measure</th>
<th>No Build</th>
<th>Stage 1</th>
<th>Stage 2</th>
<th>Stage 3</th>
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</tbody>
</table>

*Design Year Noise Sensitive Receptors

¹Air Quality Permits

²Impact Numbers

³Exceed dBA Levels
Stage 1 Measures for Britta Park

- Noise Wall
- Bike/Ped Overpass Replaced
- Sidewalks (Typ.)
- Screening wall extension to berm
- Earth berm with screening
- Possibly add public art to open areas
Figure 2.5

- Third Lane in Both Directions
- Possible new bike/ped connection from Cannonball Trail to Frontage Road
- Grade separation to be evaluated
- County PD Interchange (Verona Road over County PD - Texas U-Turn may be incorporated)
- Stormwater Retention Basin

NORTH
Grade Separated Crossings

Seminole Highway Ramps Removed

US 151 System Interchange (Depressed Ramps)

Depressed US 151 Freeway

One-way Pair Local Road System (Verona Road)
Stage 3 Park Impacts

- Wall Extension
- Britta Park Property Line
- Noise Wall Shields Neighborhood From Highway
- Britta Park
- Deciduous and evergreen trees (layout, design, and species at discretion of Madison Parks Division Staff)
- Screening – Noise Wall
- Existing Homes
- Britta Pkwy
- Britta Park
- Frontage Road
- US 151 EB
- US 151 WB
- Beltline

Looking West
Community workshops

- Sponsored neighborhood plan
- Sponsored school children interaction activities as avenue to parents
- Meetings and workshops included food (no longer can do this)
- Went to neighborhood activities
  - Community picnic

Starting in 1998 until 2004, prior to the DEIS, WisDOT held over 50 involvement type meetings geared towards the EJ population. They also distributed information through newsletters, post cards, and read announcements on radio stations such as the Hmong Radio hour.

Unique outreach included
- Holding public meetings at Head start
- Newsletters and Posters in English, Spanish, and Hmong
- Had a booth at a neighborhood pig roast
- Assisted with transportation aspects of the Physical Improvements Plan for Allied-Dunn’s Marsh Neighborhood plan
- Sponsored a Talent Show at Toki Middle School – Purpose was to reach out to the Allied Community to obtain input. Surveys were provided as entry for a bike raffle.
- Provided transportation and translators for meetings
Akira Toki Middle School students learn firsthand the challenge of community-based transportation planning.
Special EJ efforts

• Public Involvement Meetings
  ✓ Offered transportation, translators, meals, childcare

• Special Newsletters
  ✓ Delivered to Minority businesses
  ✓ Provided in multiple languages (English, Spanish, Hmong)

• Focus groups
  ✓ Landlords of the Allied Drive Neighborhoods
  ✓ Local community service workers
  ✓ Interested residents
Hired the EJ Sub-consultants

- Change group
- Odom & Associate
- Leotha Stanley
Contact Information

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Strand and Associates  
Email: tom.lynch@strand.com  
Tel: 608 320 6161
Questions & Answers

If you would like to make a comment or ask a question, please enter your thoughts into the question pane, or raise your hand. The “raise hand” option should be a small hand icon in the “Attendee” panel.
Next Steps for EJ CoP

• In the Center Workplan for next year cycle, which goes from April 1\textsuperscript{st} to March 31\textsuperscript{st}

• Hope to continue forum for presentations and discussions, as well as develop other potential resources and opportunities:
  • EJ Case Study Database
  • Continue to collaborate with TRB committees and AMPO events
  • Work with CoP to identify and address training needs
  • Additional webinars/conference calls as needed
Center for Environmental Excellence

Visit our Website:
• Weekly Website Updates
• Broadcast Emails
• Practitioner's Handbooks
• Communities of Practice
• Peer Exchanges
• All available at environment.transportation.org

Please contact: Melissa Savage at msavage@aashto.org with any questions.