

GROCERIES.

We want everyone to know
that my families civil liberties
and rights are not valid here
in Bristol. Yet we have to
stand and pledge of Allegiance
to a flag that means nothing
if you don't value the actual
words that you recite.

And in closing, please know that
my families civil rights are
not negotiable based on your
personal feelings.

James



June 5, 2023

I come before the board today to address my concerns about the village administration's response to FOIA requests. The United States Department of Justice holds that the basic function of the Freedom of Information Act is to ensure informed citizens, vital to the functioning of a democratic society.

As the board is aware, I have been raising concerns of undue hardship and the haphazard application of various ordinances upon my family as we attempt to build our home here in Bristol. My recent request for the release of email communication regarding my parcel of land, specifically between the village and the DNR and the village and the village attorney was returned noting a \$75/hr search fee and a \$500 deposit. No where on the village website is there any documentation of standard fees, and multiple requests made previously by my wife, via email with regards to the FOIA process for the village went unanswered. Now however, fees have been determined.

In researching what would be considered normal and customary fees for documents under the Freedom of Information Act these fees are egregious and consistent with the villages pervasive desire to deny access to information. If you were to say that the amount per hour is commiserate with the hourly wage of the employee doing the search that would equate to a salary of \$156,000/year (2080 hrs for full time employment/year x \$75/hr). The clerk is the one responding to the FOIA request...am I to assume her salary is \$156,000/year? If so, that is not what has been reported at these village budget meetings.

This village administration is fraught with fraud, waste, and abuse of both taxpayer money and of the taxpayers themselves. As village trustees it is your civic obligation to ensure the best interest of the village citizens are upheld and that no capricious restraints are employed by the administrator. I call upon you to investigate the allegations that have been brought to your attention meeting after meeting. I would also remind you that, as board members, you are responsible for the actions of the village administrator and staff and can also be held liable in the court of law.

Thank you,

A handwritten signature in black ink, appearing to read "Quentin Jackson", written over the printed name.

Quentin Jackson

PLEASE Add to MINUTES Was Presented @ 5/23 Man Commission - NOT IN MINUTES

Good evening! I just wanted to thank you for letting me speak and provide you with some info that you may or may not know about 130th Ave to help in your decision-making process when it comes to the new LEO development project and how it may impact the current and future community.

The current residents of the area are very concerned about the traffic impacts this new development and the conditionally approved Fleet Farm will cause on the intersection of Hwy 50 and 130th Ave.

LEO contracted TADI to perform a traffic impact analysis of this. If you really dig deep into it, there are a few important errors and omissions and statements that you should be aware of.

130th is misidentified as a collector street in the TADI TIA. Why does this matter?

- 130th is a 32 foot roadway. A collector is a 34 foot roadway width. When you are parking cars on the side of the road like we do on 130th, that two feet is a big difference.
- Kenosha County 14.07-4 defines this street it as a minor street based on it's current design
- WIS DOT 82.50 defines a 32 foot roadway width as 251-400 Average Daily Traffic meaning the road is designed for an average of 251-400 cars per day.
- Simply put, 130th is not designed to handle the amount of traffic that is proposed.
- For reference, look at Springs at Kenosha Apartments. There is a four lane road with multiple means of entrance and egress for a smaller development. That' passes the commonsense test. A two lane road does not.

Report incorrectly states WI 50 posted speed limit west of 128th is 45MPH (It's 55MPH) It switches to 35MPH at 128th.

- Getting across Hwy 50 is a challenge today since the speed reduction is largely ignored.
- Cars come over the hill from east or west and are usually traveling above the posted speed limit making entrance and egress difficult.

July 2022 traffic studies did not include Bristol Ridge Senior apartments. Neither counts or even discussion.

- They were under construction during the time of the study and occupied when the report was submitted.
- This seems like a significant miss since none of the traffic was captured for that and makes up a significant amount of 130th Ave traffic.

Study does not capture nor discuss Bristol Black Ops traffic at all.

- Fleet Farm's study does not capture this either. Study was completed (outside of event hours or starts after event start time and ends before event ends)
 - Example, raSmith study was performed from 1030AM-1:30PM There was an event that day that started at 8AM and ended later that evening.
 - The people arrived before the study started and after the study ended. None of those traffic numbers were collected.
 - Some events draw 500-700 people all through 130th Ave Intersection.

Study does not include any Fleet Farm Traffic

- Given that it was a relatively new development, it's not surprising. However, it was known at the time of report submittal. Even with all these errors and omissions, the LOS (Level of service) for some traffic on 130th turning onto Hwy 50 is at a level E (at capacity). Adding in these missing factors will not make it any better.
- With the Fleet Farm TIA study, it puts traffic into an over capacity situation.
- Was the TADI study submitted to beat the Fleet Farm one?

Study does not include any traffic from LEO building process

- Semis, construction equipment, dump trucks, trucks with trailers, cranes, etc that will be using ONLY 130th intersection for two years while the development is being built.
- How are these supposed to get through the intersection. I can barely get out right now in my car sometimes.

Study recommends a Hwy 50 and 136th Connection. Conclusion states though it's not required.

- DOT approval states 136th access **SHALL BE** constructed.

- Tornado Warning – Do these buildings have basements or tornado shelters?
- Natural gas leak – It happened a couple of weeks ago in the senior apartments.
- Power outages during extreme temperature events
- And I hate to say things like this, but it's the world we live in, what about active shooters and Bomb Threats.

5/25/23, 10:12 AM

Gmail - RE: Open Records Request - Bristol WI - LEO Development



Kathleen Gavre <kcgavre1244@gmail.com>

RE: Open Records Request - Bristol WI - LEO Development

1 message

Baumann, Art - DOT <Art.Baumann@dot.wi.gov>

Wed, May 24, 2023 at 3:46 PM

To: Tom Roth <thomas.d.roth@gmail.com>, Kathleen Gavre <kcgavre1244@gmail.com>

Cc: "Elkin, Robert - DOT" <Robert.Elkin@dot.wi.gov>, "Berghammer, Donald - DOT" <Donald.Berghammer@dot.wi.gov>

Tom,

Thanks for providing the additional information below. We will review it and may make changes to our recommendations as part of our review of the Fleet Farm traffic study, if warranted.

Art Baumann

Traffic Operations Engineer

Art.Baumann@dot.wi.gov

(262) 548-6707

From: Tom Roth <thomas.d.roth@gmail.com>

Sent: Wednesday, May 24, 2023 11:12 AM

To: Baumann, Art - DOT <Art.Baumann@dot.wi.gov>; Kathleen Gavre <kcgavre1244@gmail.com>

Subject: Re: Open Records Request - Bristol WI - LEO Development

Warning: This email originates from outside the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Art,

Sorry for dropping an unsolicited email on you like this, but I wanted to share some information with you from our Village of Bristol planning commission meeting last night. Knowing you are the engineer of record that signed off on the Improvement Measures dated Jan 20th of this year, I thought you may be interested in what transpired last night. I know my neighbor Kathleen spoke with you this morning, but I wanted to follow up with some additional facts.

It is very evident from last night's meeting that the DOT is being spoon fed information in some of these engineering reports you use to make your determination and they are being tailored to maybe not show the entire truth.

For example, in the TADI TIA study you signed off on Jan 20th, they mis-stated or mis-represented a few things that could impact the study.

- They incorrectly stated that 130th is a collector street. Kenosha County and Village of Bristol classify it as a minor street by design. The majority of the street is a 66ft ROW with 32 feet of drivable surface and non-delineated parking on each side of the street. At the north end of 130th at its connection point to Hwy 50 I would consider a collector given its multiple turn lane design and increased drivable widths.
- The report fails to include traffic from a newly opened 40+ unit senior living and low income rental property at the end of 130th. This was under construction at the time of the report, so it was well known and I'm not sure why it

- was not included.
- It was represented that 136th ave connection would be made during the time of submittal as stated by the TADI engineer at last night's meeting. Since the submittal, negotiations have stalled with the owner of the property needed to acquire to build the 136th ave connection. Even though the DOT report states "The following improvements shall be designed, constructed... prior to the opening of the Leo Living Development: WIS 50 & Development Access (136th Ave)", there are now no plans by LEO to connect this new 450-475 unit (it keeps changing) development via a 136th access corridor. All traffic from the current 30+ home single family development, newly developed 40+ unit senior living and low income development, and now this development will all be funneled through a single 130th Ave access point to Hwy 50. TADI was asked directly about this last night and waffled a bit on their response in how the information was presented to you and how they interpreted your response. Ultimately, they stated that the connection requirement was due to another development's project (WIS 50) and that it is causing the need for the connection and the other development is responsible for it. I'm not sure I believe that entirely.
- The report fails to mention a newly conditionally approved Fleet Farm store at the end of 130th Ave that I know you are aware of. This new development has been in the works since last year. This development vacates 128th Ave access to Hwy 50 and funnels all the single family homes on 128th Ave, plus all the business traffic from Black Ops Bristol (one of the nation's largest airsoft parks) through 130th Ave intersection as well. You will likely receive an raSmith TIA on this if you haven't already. More on that below.
- It very much feels like this report was rushed to you in order to show a less significant impact than what will actually be there to "be the first in line".

If you haven't already, you will likely receive another TIA study from raSmith that focuses on the Fleet Farm component and brings some of the items above into the equation that were missed in the first report. There is still a missing component not specifically called out that was brought up last night

- Bristol Black Ops is a local airsoft field touted as one of the largest in the nation. During some events, they can draw upwards of 700 people. Their business is somewhat seasonal, but they do also have some larger events in late fall and winter depending on weather. It is not specifically called out in the ra-Smith report, but there were claims made last night that its impacts were captured in the traffic count study raSmith performed. I disagree. Fortunately, Black Ops had a large event during the Oct 29th study date. Unfortunately, the event went from 8AM to 7PM that day. The traffic count was performed between 10:30AM and 1:30PM, after everyone arrived and before everyone left. Other week day events were not captured in either of these reports given the dates and time of study. In short, neither the raSmith nor the TADI study take into account any regular events at Black Ops Bristol.

As you can imagine, our residential community on 130th Ave is concerned with this development's impact on traffic. Essentially this development creates a very large cul-de-sac made up of both public, but mostly private roads to house 2000+ people with only one entrance and egress point through a single stop sign controlled intersection. Seeing the TADI report, with missing information, indicating a LOS of E (at capacity) for any northbound 130th traffic turning west onto Hwy 50, one can only assume that if ALL the information was brought into the study what impacts it might have. I brought up both Bristol and Kenosha zoning ordinances last night reflecting the limitations of cul-de-sacs and dead ends, but didn't make it very far. I plan to keep pressing this. Does WisDOT or the State of Wisconsin have anything similar?

I apologize for the novel, but being an engineer myself, I don't like not having all the information and I felt it my obligation to bring this to you to ensure you could make the best and most informed decision possible.

Thank you,

Tom Roth

8046 130th Ave

Bristol WI 53104

608-469-6622

On Tue, May 23, 2023 at 10:55 AM Tom Roth <thomas.d.roth@gmail.com> wrote:

Thank you so much for your response and sending this over!

I'm glad to hear there will be another study with the Fleet Farm taken into account. The TADI study has incorrectly identified 130th as a collector street and has a lot of missing important information that I think the raSmith report will cover. One key piece that both reports are missing is a local airsoft field (Bristol Black Ops) touted as one of the largest airsoft fields in the nation and is growing each year. This business can draw over 500 people to events at their location at the end of 128th Ave. With the vacation of 128th Ave for the build out of the Fleet Farm, access to Bristol Black Ops will also be funneled through 130th Ave. I've not seen a report yet that takes this traffic into account.

As you can imagine, the residents of 130th Ave are very unsettled with the additional traffic load of Fleet Farm, all LEO traffic, and Bristol Black Ops, through this tiny 130th Ave street and intersection. We really feel the 136th Ave access from the new LEO development should be mandated to alleviate this load. At this point, the LEO development has no plans to build this connection due to stalled negotiations with the landowner.

Thank you again!

Tom Roth

On Tue, May 23, 2023 at 10:26 AM DOT DTSD SE Records <DOTDTSDSERecords@dot.wi.gov> wrote:

Good morning,

The Wisconsin Department of Transportation (WisDOT) is providing records to respond to your request dated May 10, 2023. Please see attachment for records corresponding to your request. Please note this study was completed prior to the Fleet Farm development coming forward. There will be a separate traffic analysis for the Fleet Farm that will build on this one.

As the Records Coordinator for the Southeast Region, WisDOT is considering this open records request fulfilled as of May 23, 2023.

If you have any other questions or concerns, please do not hesitate to contact us at dotdtsdserecords@dot.wi.gov.

Thank you,



Dulce M Huerta

Southeast Region Records Coordinator

Wisconsin Department of Transportation |
DTSD

Email dulce.huerta@dot.wi.gov

Phone 262-548-6714

Cell 414-750-6230

From: DOT Open Records DOTOpenRecords@dot.wi.gov
Sent: Friday, May 12, 2023 3:48 PM
To: Tom Roth <thomas.d.roth@gmail.com>; DOT Open Records <DOTOpenRecords@dot.wi.gov>; Dietz Gary <godietz@ameritech.net>
Subject: RE: Open Records Request - Bristol WI - LEO Development

Dear Tom Roth:

We received your message on May 10, 2023, requesting records regarding a traffic study. Your request has been forwarded to the Division of Transportation System Development. You will be contacted if any clarifications or additional information on your request are needed. If you have any questions on the status of your request, do not hesitate to contact us.

Thank you very much.

Vera Crowell

Legal Associate/Open Records Coordinator

Wisconsin Department of Transportation

Office of General Counsel, Room S922

Phone: 608-266-2544

Fax: 608-267-6734

From: Tom Roth <thomas.d.roth@gmail.com>
Sent: Wednesday, May 10, 2023 11:51 AM
To: DOT Open Records <DOTOpenRecords@dot.wi.gov>; Dietz Gary <godietz@ameritech.net>
Subject: Open Records Request - Bristol WI - LEO Development

[Faint, illegible text, possibly a signature or header]

Good day,

I would like to submit a records request for the traffic study that was completed and approved for the attached proposed subdivision development along highway 50 near 130th Ave in Bristol WI. .

The developer states "The development's traffic analysis was approved by DOT January 2023." I would like to request a copy of the approved traffic analysis. Please advise if there are any costs associated with obtaining a copy of this study.

We are curious if the developer shared that there is a conditionally approved Fleet Farm store proposed for the same intersection which could impact traffic study results.

Many thanks,

Tom Roth

8046 130th Ave, Bristol, WI 53104

608-469-6622

