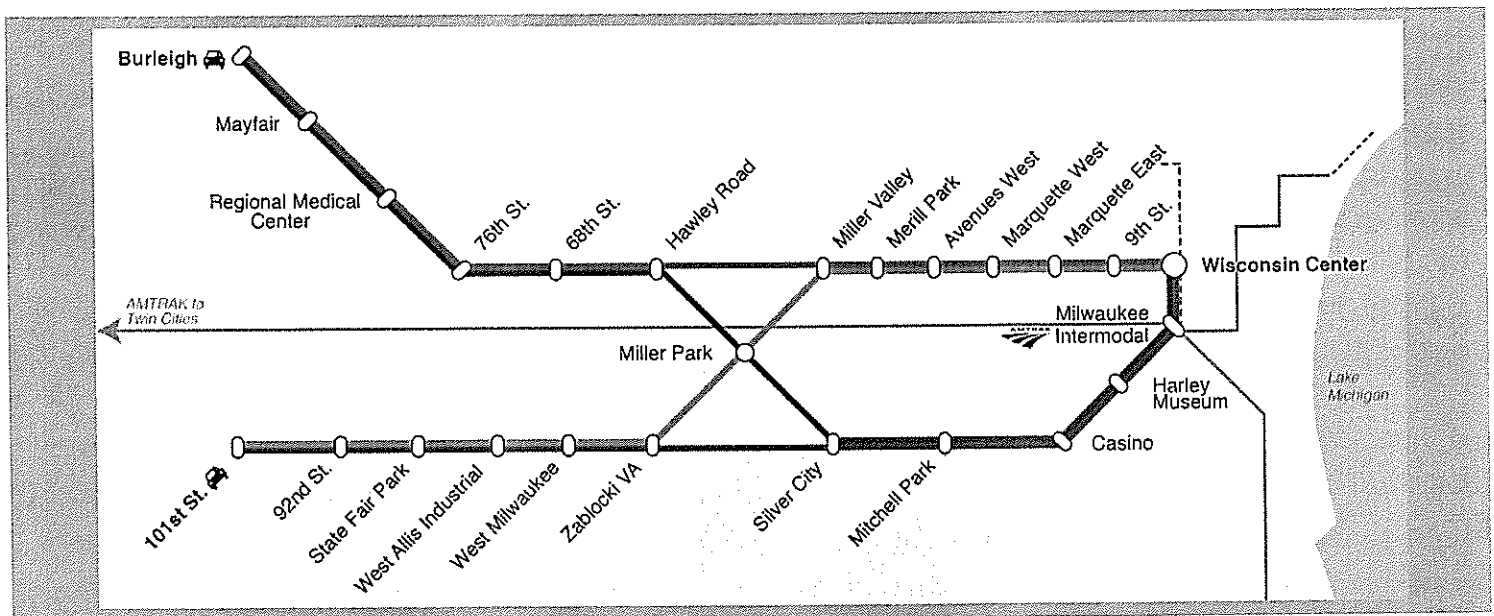


Better for the Community: The Rehab+Transit Alternative

Background: While WisDOT considered a slew of options for I-94 between 70th and 16th Streets, there was no consideration of an alternative that included a transit route to help reduce congestion on the highway or ensure access for all to local businesses. As a result, a bold and better alternative proposal has been developed by transportation planner and 25-year NJ DOT veteran Dr. Mark Stout. The full proposal, which includes rehabilitating the highway and a transit route, can be found online at <http://wispirg.org/reports/wip/rehab-transit-option>.

The Transit Alternative would:

- revitalize the region, support economic development, better connect people to jobs, and better accommodate changing local needs.
- provide access for all—drivers as well as those who are not able to, cannot afford to, or choose not to drive—to local businesses, grocery stores, medical services, schools etc.
- meet the needs of Milwaukee's changing demographics. According to the Milwaukee County Commission on Aging, the older adult population will slightly increase over the next 30 years despite projections that the total population of Milwaukee County will decrease. People will increasingly outlive their ability to drive; we must provide options for the elderly. Additionally, young college graduates (and the businesses that employ them) are moving to places with non-driving options.
- save taxpayer money. Depending upon the details of the repair and mode of transit chosen, hundreds of millions of taxpayer dollars could be saved and used to meet other transportation needs, like filling potholes or repairing local roads.



Suggested Transit Alternative:

- **Red Line:** The route would be parallel to and south of the highway, along Canal St and National Ave, with stops at important places like the Wisconsin Center, casino, VA Center, and West Allis Industrial.
- **Green Line:** This route would be parallel and north of the highway, from downtown to Wauwatosa, with main stops at Marquette, the Miller Valley, Hawley Road, Regional Medical Center, and Mayfair Mall.
- **Orange and Purple Lines:** these routes would connect the Red and Green Lines at Miller Park, creating a huge development opportunity. This accommodates the needs of people traveling in various directions.



Shortcomings of WisDOT's DEIS (excerpted from 1000 Friends' report: *Critique of WISDOT's Draft Environmental Impact Statement for I-94 EW Corridor*)

- WisDOT does not address the real safety issues on the corridor – severe crashes that are caused due to excessive speeding and driving under the influence of alcohol. The proposed expansion is likely to exacerbate these problems.
- WisDOT ignores projections that show driving flat lining or declining into the future. There are cheaper and more cost effective ways to address congestion compared to highway expansion.
- WisDOT ignores its own mission statement *“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”* by planning to expand the highway. There are no multimodal alternatives selected. The expansion alternatives will actively degrade quality of life in nearby communities.
- WisDOT does not seek to understand the impacts of the projects on minority and marginalized communities and misrepresents data in claiming negligible impacts.
- WisDOT does not take into account the huge maintenance and rehabilitation costs the expanded highway will require. In addition, there is no clear understanding of the economic benefits the expansion will provide due to a lack of cost-benefit analyses. The total capital cost of building WisDOT’s “double decker option” on this 3.5-mile stretch of highway is greater than the entire annual roadway maintenance and rehabilitation cost for every single highway and road in Wisconsin
- There is no mention of how to mitigate proposed greenhouse gas emissions that will increase as a result of the project. At a time when climate change threatens Wisconsin’s way of life, this omission is glaring.
- WisDOT has failed to keep up to its own goals when it fails to seriously consider a transit alternative by saying it is out of its jurisdiction. Their long-range transportation plan states *“The department will seek to streamline and consolidate complex and disjointed funding and operating structures. In addition to more efficient operations, improved coordination will support more transit options for the public, improve access to jobs, and expand the area accessible by transit (including areas on the urban fringe)”*.