

FOR SUSPENSION OF THE RULES

1 By Supervisors Weishan, Jr., Czarneski, Cullen, Martin, Haas, and Clancy

2
3 File No. 21-378
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5
6 **A RESOLUTION**
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8 Reaffirming Milwaukee County’s opposition to further expansion of Interstate 94 (I-94)
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11 WHEREAS, at its meeting on March 10, 2021, the Committee on Transportation,
12 Public Works and Transit discussed highway speeds and safety issues on the interstate
13 system within Milwaukee County and discussed the perceived necessity of freeway
14 expansion; and
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16 WHEREAS, the Wisconsin Department of Transportation (WisDOT) has
17 identified the segment of Interstate 94 between 70th Street and 16th Street (I-94 East-
18 West Corridor) in Milwaukee County for reconstruction as that freeway segment was
19 constructed in 1961 and has exceeded its intended lifespan; and
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21 WHEREAS, in 2014 WisDOT intended to further widen I-94 to increase lane mile
22 road capacity for drivers and reconfigure an obsolete design which may pose safety
23 issues, at an approximate cost of \$850 million (File No. 14-941), while in 2015
24 Milwaukee County and the City of Milwaukee opposed widening, instead favoring in-
25 kind replacement and funding for transit (File No. 15-426), leading to the Wisconsin
26 Governor rescinding the project in 2017; and
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28 WHEREAS, on July 8, 2020 the Wisconsin Governor revived the I-94 East-West
29 Corridor project and in his proposed budget for the 2021-2023 Biennium grants WisDOT
30 a debt authority of \$40 million for the Corridor; and
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32 WHEREAS, like the basic economics concept of supply and demand, creating
33 greater supply of highway lanes induces more demand which will in turn generate more
34 traffic, noise, and pollution culminating in the same traffic jam with a wider highway; in
35 other words, widening roads to solve traffic congestion is like loosening a belt to solve
36 obesity; and
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38 WHEREAS, the COVID-19 Pandemic may have changed the way people do
39 business and go about their lives as more people work from home and fewer people
40 commute to work, the older traffic projections WisDOT rely upon may be obsolete; and

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WHEREAS, as Milwaukee County seeks new funding for local government financing while the State of Wisconsin imposes unfunded mandates and prevents Milwaukee County from properly funding itself (File Nos. 18-944 and 19-831), while simultaneously further destroying Milwaukee County’s property tax base just for more pavement; and

WHEREAS, Milwaukee County has vowed to become the healthiest county in Wisconsin (File No. 19-397) and collaborates with the City of Milwaukee to address economic inequity and climate change via the City-County Joint Taskforce on Climate and Economic Equity (File No. 19-582); and

WHEREAS, incentivizing more people to sit in more emissions-spewing automobiles exacerbates climate change and economic inequity as only improved transit can reduce emissions and help those who cannot afford personal vehicles get to their jobs and works against the recommendations of the Preliminary Report of the City-County Joint Taskforce on Climate and Economic Equity (File No. 20-496); and

WHEREAS, a single fully-seated bus can take 40 cars off the road and therefore mitigate congestion by reducing the number of automobiles driving at any given time; and therefore the State of Wisconsin could save taxpayer dollars by not widening the highway, enhance funding for driving alternatives to reduce congestion and greenhouse emissions, and improve the people’s health and property values in Milwaukee County; now, therefore,

BE IT RESOLVED, Milwaukee County hereby reaffirms its opposition to the expansion and lane mile capacity increase of the Interstate 94 East-West Corridor between 70th Street and 16th Street and reaffirms its support for an in-kind rehabilitation of the existing interstate footprint, adjusted for safety considerations, coinciding with increased transit funding; and

BE IT FURTHER RESOLVED, the Office of Government Affairs staff is authorized and requested to communicate the contents of this resolution to the Wisconsin Governor, state policymakers, and Wisconsin Counties Association, and support legislation that achieves the criteria outlined in this resolution.