

CLEARING UP I-94'S MISINFORMATION

MYTH

REALITY



THE 6-LANE
MODERNIZATION AND 8
LANE EXPANSION COST
ALMOST THE SAME

Ask for a smaller interchange, minimal neighborhood impacts, and less pavement!

The cost of the 6-lane modernization was originally estimated at \$800M.¹ This number has grown to almost \$1.2B owing to WisDOT designs. Much of these costs come from an over-engineered stadium interchange and unnecessary roadway.



MITIGATION FUNDS
CAN ONLY BE USED FOR
TEMPORARY TRANSIT
PROJECTS

Ask for permanent transit solutions, including funding for BRT on 27th Street and National Avenue!

WisDOT has only committed to temporary transit mitigation projects. WisDOT could work with the county to make capital transit investments that would make the 27th Street and National Avenue BRT lines become a reality.



ALTERNATIVES LIKE FIX
AT SIX ARE OUTSIDE THE
SCOPE OF THIS PROJECT

Ask WisDOT to design their interchange to be compatible with Stadium Freeway as a boulevard!

WisDOT officials have claimed that their mandate is just the roadway and any large walking, biking, and transit improvements are outside their scope. Leadership can easily pursue a modern approach, like Fix at Six, if it was interested.



EXPANSION IS
NECESSARY TO SOLVE
FUTURE CONGESTION

Ask WisDOT to design the project with six lanes!

Traffic on parts of this corridor actually peaked between 2003 to 2005 and traffic growth has been mostly flat for decades.² A recent nationwide study by Inrix, a traffic mobility firm that has worked with WisDOT in the past, found that Milwaukee's congestion was down 52% from pre-pandemic numbers.³



EXPANSION HELPS THE
ENTIRE REGION

Ask WisDOT to implement Fix at Six to help build a more equitable and sustainable Milwaukee!

In 2017, local NAACP President Fred Royal said the I-94 expansion project furthered segregation and was aimed at helping suburbanites get around to major job hubs but did little to help people in the inner-city without vehicles, mainly people of color, and further disenfranchises them from access to employment, education, health care and other activities.⁴

SOURCES:

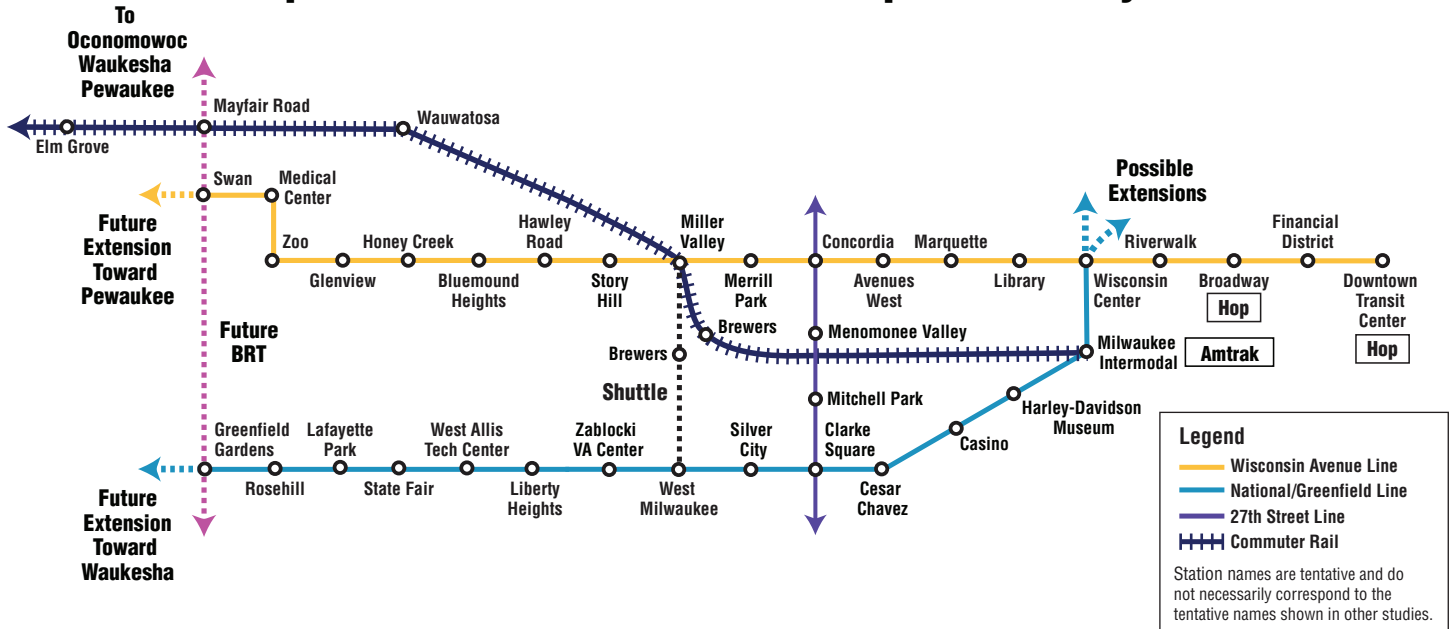
1. <https://recombobulationarea.substack.com/p/inside-the-opposition-to-the-billion>

2. <https://recombobulationarea.substack.com/p/inside-the-opposition-to-the-billion>

3. <https://inrix.com/scorecard/>

4. <https://www.wpr.org/naacp-official-i-94-project-further%C2%A0racial-segregation-exacerbates-suburban-sprawl>

Proposed Milwaukee East-West Rapid Transit System



FIX AT SIX WILL:

1. Repair the road, but keep the current six lanes and maintain or reduce the footprint of the stadium interchange
2. Add a new bus rapid transit (BRT) lines along National and Greenfield Avenues and 27th Avenue.
3. Promote walking and biking infrastructure along the East-West Corridor and in the surrounding neighborhoods. It would also turn the Stadium Freeway into an at-grade boulevard.
4. Explore future opportunities to maximize sustainable alternatives like commuter rail.
5. Pursue federal RAISE grants or new discretionary funds created in the infrastructure bill that are tailored to transportation projects that consider climate change, environmental justice, and racial equity.

EXPANSION WILL:

- Increase transportation carbon emissions.
- Harm wetlands, waterways, and green space.
- Continue a status quo that expands highways while ignoring local roads, walking, biking, and transit.

EXPANSION WILL NOT:

- Help those who do not or cannot drive.
- Address the harsh effects of I-94's original construction on surrounding neighborhoods.
- Solve congestion issues due to induced demand.