



# I-94 EAST-WEST Public Involvement Plan

Wisconsin Department of Transportation





# Project Corridor



- I-94 from 70th Street to 16th Street; WIS 175 from Wisconsin Avenue to just south of stadium
- Located entirely in the City of Milwaukee, with close proximity to Wauwatosa, West Allis and West Milwaukee

# Project background



- Late 1990s – Major Investment Study
- 2012-16 – Freeway corridor study, recommended alternative, Record of Decision, approval rescinded in 2017 when project de-funded
- July 2020 – project restarted with a Re-evaluation which led to a decision to complete a Supplemental EIS





# Project needs to address



- Deteriorated pavement and bridges
- Safety – average crash rate two to three times higher than statewide average
- A freeway that works hand-in-hand with a crowded local street network
- Improve freeway between Zoo and Marquette Interchanges
- Congestion



# Important facts:

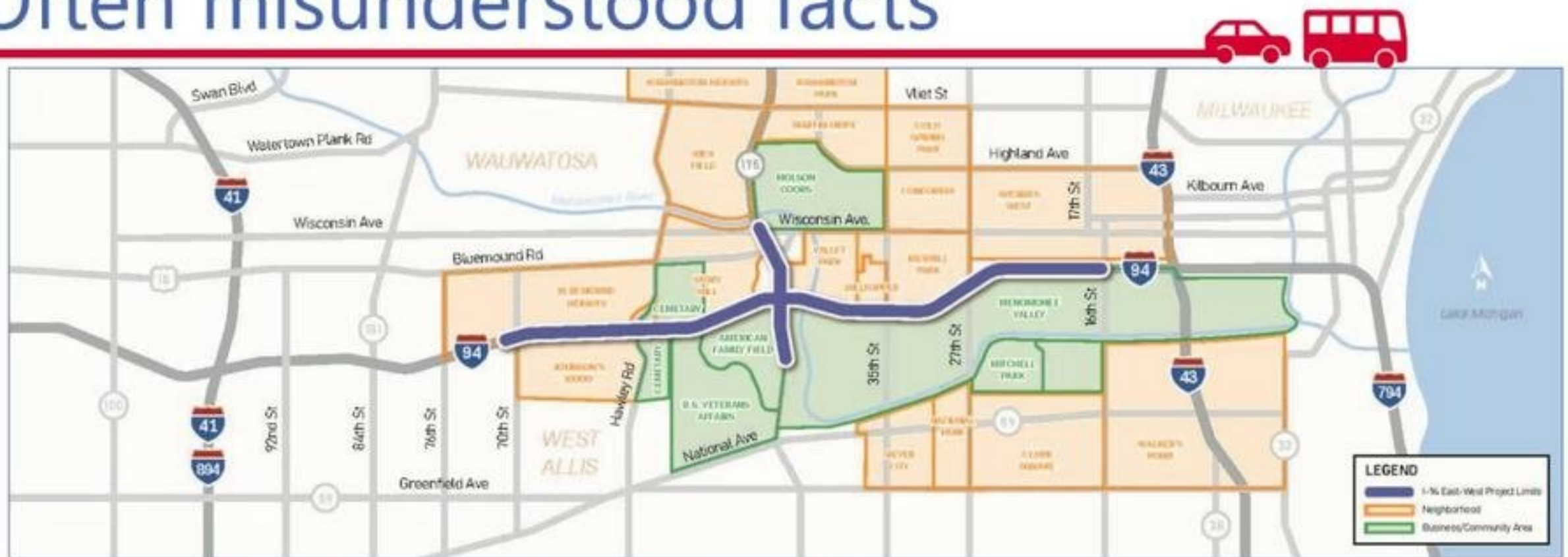
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- Not pursuing Double-Decker option at cemetery
- Not moving graves
- Investigating additional construction mitigation transit opportunities
- Investigating Disadvantaged Business and workforce development opportunities





# Often misunderstood facts



- A significant portion of the corridor adjacent to non-residential land use
- East leg already has 4-lanes in westbound direction
- Very few property takes under any build alternative

# Alternatives under consideration



- **SIX-LANE MODERNIZATION AND EIGHT-LANE MODERNIZATION**

- **Sub-options:**

- Full Hawley Interchange
- Half Hawley Interchange, with Washington Street
- Reduced property impacts at 35<sup>th</sup> Street
- Reduced property impacts adjacent to 68<sup>th</sup> Street eastbound entrance ramp

- **Common to all:**

- Redesigned Stadium Interchange to eliminate left side movements
- 68<sup>th</sup>/70<sup>th</sup>, 35<sup>th</sup>, 25<sup>th</sup>-28<sup>th</sup> Street interchanges similar to today
- Studying modifications to improve bike and pedestrian connectivity on various local roads



# Significant challenges



- Anti-highway sentiment – “line in the sand” project
- Legacy of families adversely impacted by 1950s/60s era construction
- Historic properties - Wood National Cemetery commissioned by Abraham Lincoln
- Sacred sites, major traffic and tourism generators, front door to downtown Milwaukee
- Geography – east leg Valley/bluff
- River, railroads, major power corridor with multiple substations
- Statewide and national interest groups involved
- Transit system with inadequate funding options





# Outcomes from outreach



- Dropped double deck alternative
- Kept split diamond 68th/70th
- Designed Washington Street extension
- Kept 35th Street interchange
- Kept 25<sup>th</sup>-28<sup>th</sup> interchange – dropped off-alignment alternative
- Moved Stadium Interchange south – away from neighborhoods
- Determined a Supplemental EIS is needed
- Working to include additional transit as project mitigation
- Department partnerships with Milwaukee County; seek federal transit funding



# Supplemental EIS - topics

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- Engineering/design topics:
  - Updated traffic analysis
  - Design alternatives (including 6-lane modernization) and related impacts analysis
- Land use, Transportation, Utilities
- Residential development, Commercial and industrial development, Institutional/public services
- Socioeconomic, Environmental justice
- Surface water and fishery, Wetlands, Environmental corridors & natural areas, Floodplains, Upland habitat, Wildlife, Threatened and endangered species
- Visual character, Noise, Air quality
- Hazardous materials, Soil resources
- Cemeteries, Historic sites, Archaeological, Recreational resources/public use land
- Construction, Mitigation
- Indirect Effects, Cumulative Effects
- Continued public involvement and consideration/documentation of input (including public hearing)



# Underrepresented Group Outreach

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- Provide opportunity for full and fair participation
- Improved communication and understanding with the Department
- Coordination with WisDOT DBE/Labor Committee
- Coordination with SEWRPC's EJTF
- Utilize a Community Advisory Committee for guidance
- Subcontract with local firms and community-based organizations for on the ground outreach

# Community Advisory Committee

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- Neighborhood focused
- Assist in developing outreach targets
  - Individuals
  - Organizations
- Assist in developing outreach goals and strategies
  - Short term – project related
  - Long term – program related



# Community Advisory Committee

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- Menomonee Valley Partners
- Johnson Woods
- Bluemound Heights
- Story Hill
- Near West Side Partners
  - Merrill Park
  - Concordia
  - Avenues West
  - Hilltoppers
  - Martin Drive
  - Coldspring Park
  - Piggsville/The Valley
  - Miller Valley
- VIA (Neighborhood Association)
  - Silver City
  - Burnham Park
  - Layton Park
- Clark Square Neighborhood
- United Community Center (UCC)
- Milwaukee Urban League
- Others
  - City of Milwaukee - DCD
  - SEWRPC - EJTF
  - WisDOT SER DBE/Labor Committee
  - NAMC

# Local Partners

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- Local firms
  - Prism Technical
- Local community-based organizations
  - Near West Side Partners
  - United Community Center (UCC)
  - VIA – Clark Square and Silver City neighborhoods



# Underrepresented Group Outreach

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- Tools and Techniques
  - Small and large group meetings
  - Community and neighborhood events
  - Surveys
  - Door to door literature drops
  - Canvassing
  - Fact sheets

# What happens next?



Data gathered and analyzed



Alternative designs  
developed and studied



Input from stakeholders



Recommended  
Plan

Federal Highway  
review and approve



Final design and  
construction





# Anticipated schedule

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- 2021
  - Data collected and analyzed
  - Designs developed
  - Community input
  - Public meeting – late in year
- 2022
  - Continued study and analysis
  - Preferred alternative identified
  - Community input
  - Public hearing - summer
- 2023-2025
  - Federal Highway review
  - Preliminary and final design
- 2024-2027
  - Construction





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