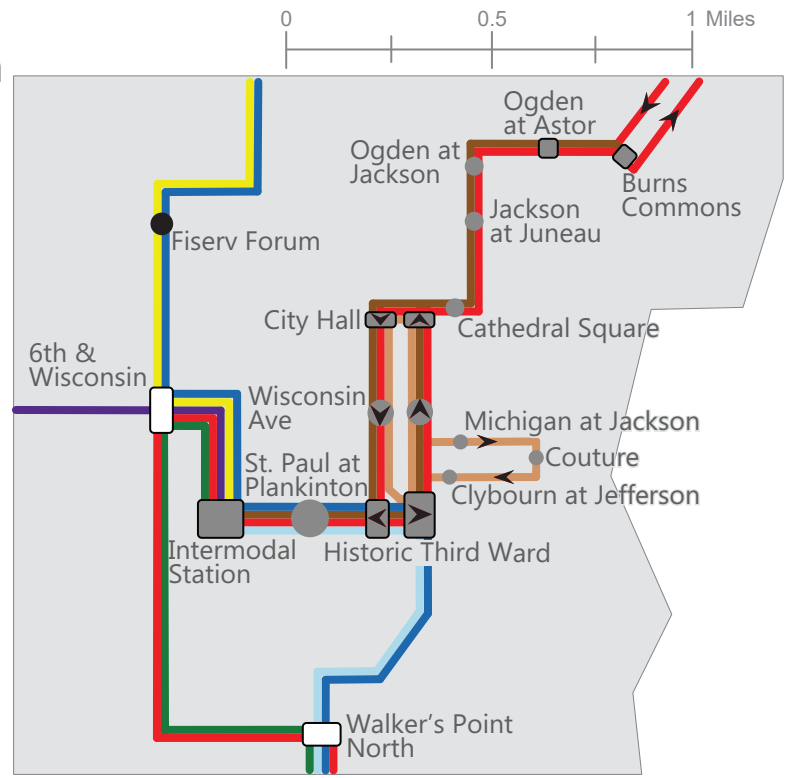
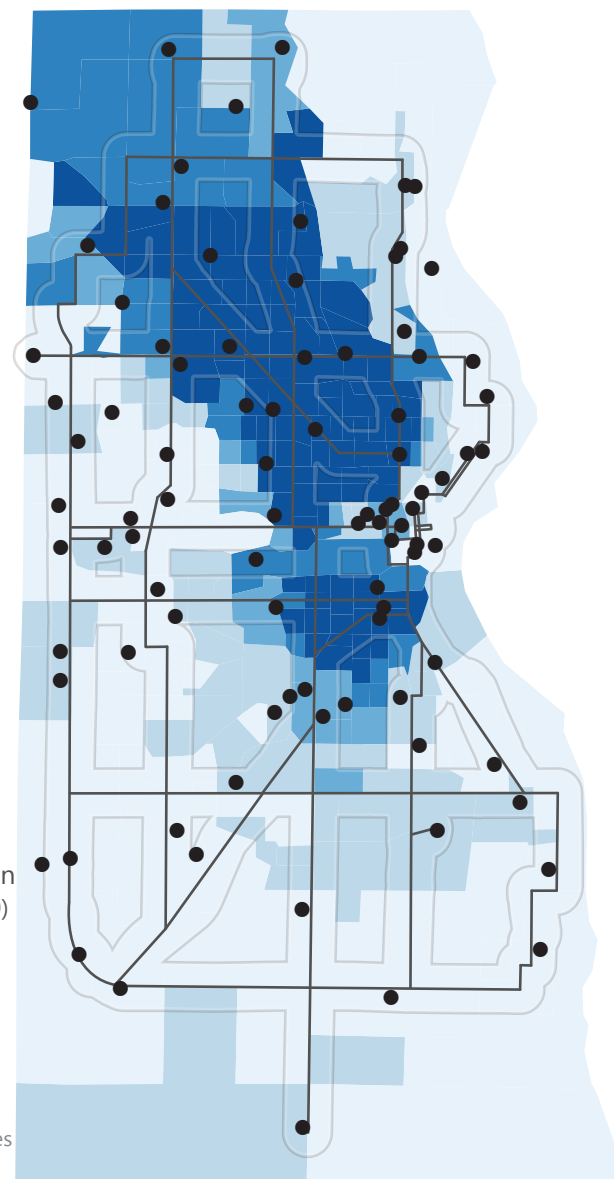


The Lifeline

A Proposed Extension to Milwaukee's Streetcar System



In 2018, The Hop opened in Downtown Milwaukee as the beginning of a streetcar system in Milwaukee. The line in operation is the M-Line (dark brown) and the L-Line (light brown) will be completed once the Couture high-rise is built. Although it is helpful to have public transportation in the downtown area, the rest of the city and county would also greatly benefit from a streetcar system. The streetcar system would supplement the existing bus system, and would replace some of the bus lines, such as the C-Line replacing the current Red Bus Line on Capitol Drive, because they run more or less the same route. Streetcars can be more reliable than buses, because they run along tracks, so a route can not be as easily changed or removed as with a bus route. The proposed transfer stations would be located at stop signs or traffic lines, in order to minimize traffic congestion with cars. Although not included, the streetcars would stop multiple times along each street that they travel on. Many cities across the country have seen some economic development with the introduction of a streetcar; others have not been so lucky. Milwaukee has already seen some development in the vicinity of the streetcar, including the construction of the Couture and the BMO Harris Bank office building and the completion of the new Northwestern Mutual headquarters building, Fiserv Forum and other apartment and hotel buildings (Shepherd Express). The one caveat is that economic development is sometimes synonymous for gentrification, the active process of turning socioeconomic disadvantaged areas into high-end areas. With the city already working to expand the streetcar system throughout the city, intentional limitations should be made to ensure that gentrification does not occur. The map below shows the census tracts of Milwaukee County shaded to the percent of the population that is non-white. The black dots indicate important resources throughout the city, including universities, hospitals, libraries and shopping complexes, thus the name "Lifeline." A new streetcar system should intentionally go through majority-minority areas, due to the wide disparities between white and non-white people. As of 2015, around 15% of minority households did not have access to a car, compared to 6.5% of white households without access (National Equity Atlas). Without a car, the reliance on public transportation increases, thus an effective, reliable system must be put in place in large metropolitan cities. A reliable transportation system can then help transport people to the necessary resources throughout the county that might be difficult to access without a car. This system, however, does not go everywhere throughout the county, even to areas of higher non-white populations. Areas not serviced are those that are more than half a mile from the proposed lines. Although some people might walk more than half a mile to get to a transportation station, other modes might be actively pursued, depending on distance. Areas not within the half mile buffer of the streetcar, however, are serviced by the bus, especially within the city of Milwaukee, again showing how the streetcar and the bus systems would work together. An important note is the 20-40% non-white area in the far southwest corner of the county. Within that tract, the Milwaukee County House of Corrections is located, revealing the disproportionate incarceration of minorities, that affected the racial make-up of that tract.



Key to Symbols		Key to Lines	
○	Transfer stations	A	Airport Line
●	Major non-transfer stops	B	County Loop
■	Existing station	C	Capitol Dr Line
□	Proposed station	DN	Fond du Lac Ave Line
➤	One-way travel	DS	Loomis Rd Line
		E	27th & 43rd St Line
		L	Lakefront Line
		M	Downtown Line
		NV	North Valley Line
		SV	South Valley Line
		W	76th St Line
		Y	Layton Ave Line

