The Lifeline Miles A Proposed Extension to Milwaukee's Streetcar System Ogden at Astor Ogden at Northridge Commons Jackson at Juneau Fiserv Forum City Hall Cathedral Square 6th & Wisconsin Brown Deer Wisconsin Michigan at Jackson Ave Uihlein West Couture St. Paul at Plankinton Clybourn at Jefferson ntermodal Historic Third Ward Valhalla Bayshore Walker's Point North Williamsburg Heights In 2018, The Hop opened in Downtown Milwaukee as the beginning of a streetcar Currie Park Nash Park system in Milwaukee. The line in operation is the M-Line (dark brown) and the Century City Ĺ-Line (light brown) will be completed once the Couture high-rise is built. Although Midtown Shoppers it is helpful to have public transportation in the downtown area, the rest of the city East and county would also greatly benefit from a streetcar system. The streetcar World 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 WI Black Drive, because they run more or less the same route. Streetcars can be more Historical reliable than buses, because they run along tracks, so a route can not be as Society easily changed or removed as with a bus route. The proposed transfer stations Mayfair Mall would be located at stop signs or traffic lines, in order to minimize traffic Bronzeville 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 Froedtert, MCW See building and the completion of the new Northwestern Mutual headquarters building Mayfair & Fiserv Forum and other apartment and hotel buildings (Shepherd Express). The one Marquette High Downtown caveat is that economic development is sometimes synonymous for gentrification, the active process of turning socioeconomic disadvantaged areas into high-end Wisconsin Concordia Inset 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 Zoo West 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 St. Joseph's State Fair Rockwell East shopping complexes, thus the name "Lifeline." A new streetcar system should West Allis intentionally go through majority-minority areas, due to the wide disparities MCTS Kinnickinnic between white and non-white people. As of 2015, around 15% of minority North 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 North Bay View Layton Park 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 Aurora St. Luke's Hospital 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 Southgate 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 Greenfield Greenfield corner of the county. Within that tract, the Milwaukee County House of Town of Lake West Corrections is located, revealing the disproportionate incarceration of minorities, that affected the racial make-up of that tract. Castle Greenfield Cudahy Sources Southridge shepherdexpress.com nationalequi Franklin Village Northwestern Mutual South Franklin City Center Dak Creek City Center Key to Symbols Key to Lines Airport Line Transfer stations County Loop Major non-transfer stops Capitol Dr Line Existing station **DN** Fond du Lac Ave Line Proposed station Loomis Rd Line ➤ One-way travel 27th & 43rd St Line Lakefront Line Downtown Line North Valley Line Ascension Hospital South Valley Line 76th St Line Layton Ave Line 10 Miles Census Tract Population Percent Non-White (2010) 80 - 99.7 60 - 80 Cartographer: Josh Riebe 40 - 60 Data Sources: US Census Bureau, Milwaukee County GIS Data Projection (for all three maps): USA Contigusous Equidistant Conic 20 - 40 Central Meridian: 87.96°W Standard Parallels: 42.93°N & 43.12°N 0 - 20 Map Scale (Route Map): 1:110,000 6 Miles Map Scale (Downtown Inset): 1:30,000 Map Scale (Choropleth): 1:250,000