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FOR INFORMATION CALL

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Ald. Robert J. Bauman
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\$300 Million Guided Bus Plan Will Not Improve Mobility Or Access To Jobs For Low-Income and Minority Residents

Milwaukee's Downtown Alderman Calls Guided Bus Benefits for Low Income and Minority Residents "An Illusion"

One of the purported benefits cited by supporters of a Milwaukee Common Council resolution that endorses a 13-mile, \$300 Million guided bus system in downtown and near west side, north side and east side neighborhoods is that it will improve mobility and access to jobs for low-income and minority residents who do not own automobiles.

"Nothing could be further from the truth," said Ald. Robert J. Bauman, who strongly opposes the guided bus system being proposed for the Downtown Connector Project.

"The plain fact is that this \$300 million, 13-mile system simply replaces existing bus service that already provides excellent connections between the near west, east and north sides with downtown Milwaukee. I know. I use some of these routes myself," Ald. Bauman said.

According to Ald. Bauman, the \$300 million guided bus system does nothing to address the real public transit challenge facing the Milwaukee metro area: namely, connecting unemployed and underemployed low-income residents with areas of job growth in outlying areas of Milwaukee County and the Milwaukee suburbs. "We need to attack the serious unemployment problem in Milwaukee's central city," said Ald. Bauman.

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Connector Project Proposal Promotes Jobs “Illusion”/ADD ONE

“One way we can do that is to provide transportation links between areas of high unemployment and areas of job growth in the outlying areas of Milwaukee County and the suburbs, but the \$300 million guided bus plan does not come close to accomplishing that goal,” the alderman said.

Ald. Bauman, chair of the Common Council’s Public Works Committee, noted that \$300 million “could go a long way toward developing a real metropolitan transit system that would connect downtown with Mitchell International Airport, the 30th Street industrial corridor, the southwest and northwest sides of Milwaukee County and suburban commercial and industrial areas in Waukesha and Ozaukee Counties.”

It is expected that the Council resolution endorsing the connector project guided bus system will be heard at a future meeting of the Council’s Steering & Rules Committee.