



PUBLIC MEETING

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THE NORTH-SOUTH PROJECT IS BECOMING CONNECT 2



CONNECT 2

27th Street Bus Rapid Transit

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The **Milwaukee County Transit System (MCTS)** is a fixed-route public transit agency which helps people across southeast Wisconsin get to work, school, medical appointments, entertainment, and anywhere else they need to go. In 2023, MCTS supported:

- > **17** million rides
- > **1,000** staff, including drivers, mechanics, and administrative staff
- > **307** Buses
- > **44** Lines



GET TO KNOW BRT

MCTS successfully launched Wisconsin's first ever bus rapid transit (BRT) system, **CONNECT BRT**, in 2023. The first line, CONNECT 1, runs nine miles from downtown Milwaukee to Wauwatosa.

BRT's **mix of features** delivers reliable, efficient, and cost-effective service. Features include:

- Quick-board stations with enhancements
- Bus-only lanes
- Signal improvements
- Pre-board fare collection
- Frequent service levels
- Specialized vehicles

CONNECT 1 has attracted **15% MORE RIDERS** to the east-west corridor in 2023 as compared to 2022. This has contributed to an overall increase of 10% for the entire Milwaukee County Transit System.



PART OF A LARGER VISION

The MCTS CONNECT BRT system is a key component of the region's transportation plan, called Vision 2050. The plan recommends significant expansion of the public transit system, including bus rapid transit.

CONNECT 2 OVERVIEW

ABOUT THE PROJECT



BRINGING BRT TO 27TH STREET

AN INVESTMENT IN ONE OF MCTS' MOST-USED LINES

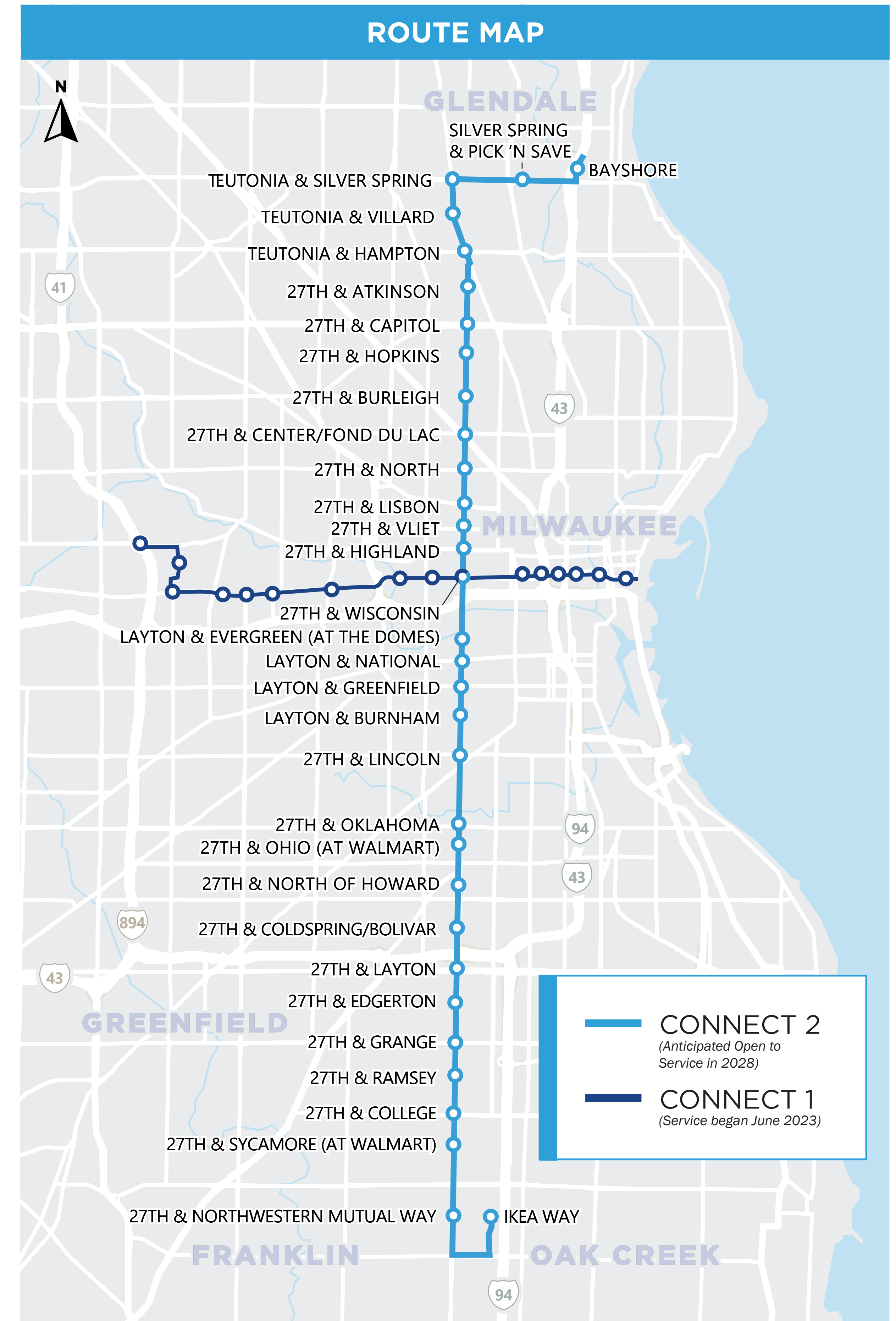
MCTS plans to expand the CONNECT BRT system with CONNECT 2, an 18-mile line running along 27th Street that connects Glendale, Milwaukee, Greenfield, Franklin, and Oak Creek. The new line would enhance the existing transit line for riders by decreasing passenger wait times, decreasing travel times and adding amenities. CONNECT 2 would also enhance community safety for neighbors and businesses with traffic calming features and pedestrian safety improvements.

- > **\$148 Million** investment in our communities of color
- > Stations within walking distance for **118,000** Milwaukee County residents
- > Buses arrive every **10** minutes during peak times
- > **18** miles
- > **32** station areas
- > Connects **5** cities
- > Provides access to **2,500** businesses and **50,000+** jobs
- > Transfer to **55%** of MCTS routes and FlexRide Milwaukee



LAST MILE CONNECTIONS

Three CONNECT 2 station areas, at 27th & Wisconsin, 27th & Oklahoma, and 27th & Sycamore, would serve as transit hubs for FlexRide Milwaukee, an on-demand transit service connecting people to jobs in Franklin, Oak Creek, New Berlin, and Menomonee Falls.

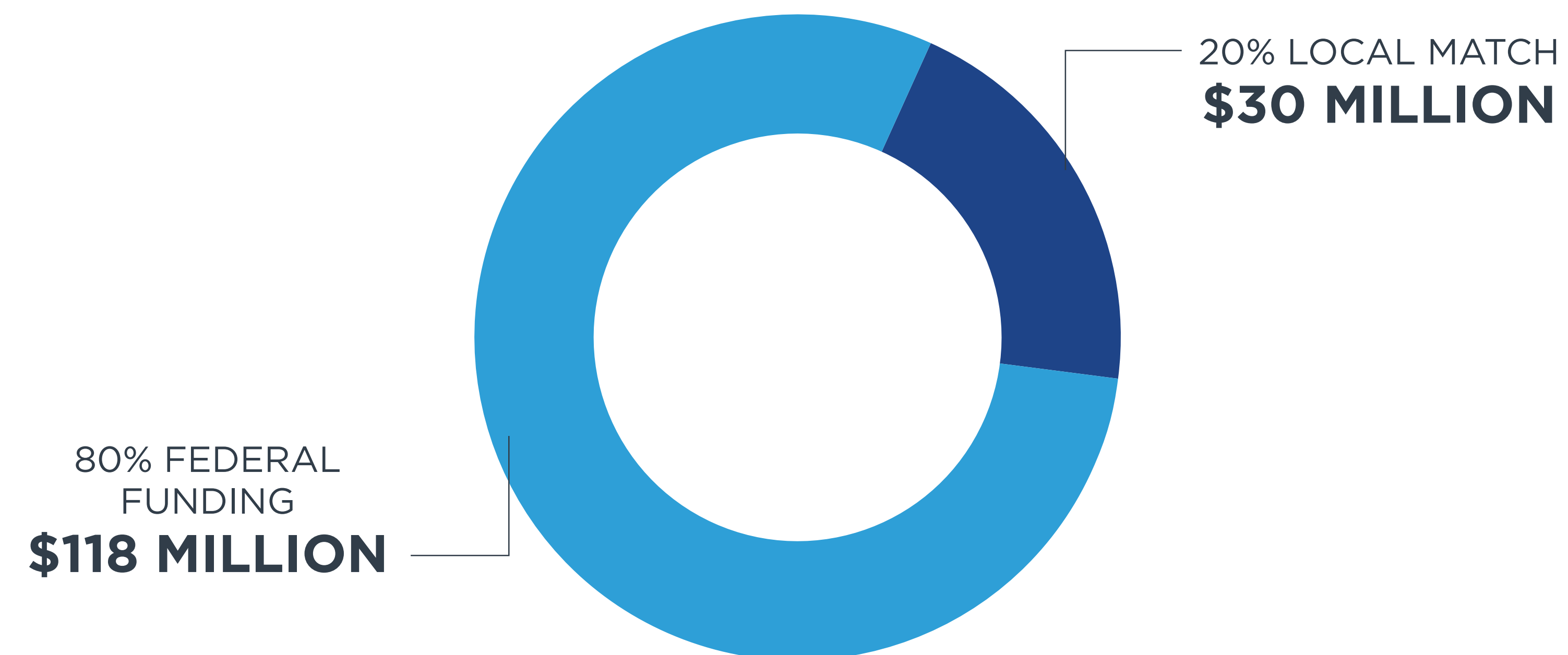


CAPITAL COST

ESTIMATED CAPITAL COST: \$148 MILLION

Capital costs are a one-time cost associated with the construction of the physical elements of CONNECT 2 including:

- Vehicles
- Stations
- Roadway improvements
- Traffic control systems



FUNDING SOURCE

Milwaukee County is pursuing federal funds to cover 80% of the capital costs. The project is pursuing a Small Starts grant through the Federal Transit Administration (FTA) Capital Investment Grant (CIG) program.

The 20% local match will come from Milwaukee County and other non-federal sources.

OPERATIONS AND MAINTENANCE (O&M) COST

ESTIMATED O&M COST: COST-NEUTRAL

O&M costs reflect the annual cost to operate and maintain CONNECT 2 service. This includes but is not limited to:

- Vehicle operation and maintenance
- Station maintenance
- Transit lane maintenance



FUNDING SOURCE

The O&M costs for CONNECT 2 are anticipated to be cost-neutral to the MCTS system.

PROJECT PHASES



Preparation for CONNECT 2 includes **various phases of development** before the new service can begin. A feasibility study has already been completed which recommended the use of BRT, the route and station locations.

As part of the environmental review and design phase, **three key project decisions will be made in 2024:**

- **BUS-ONLY LANES:** Locations of dedicated, bus-only lanes.
- **STATION FEATURES AND DESIGN:** The design and features for each station.
- **BUSES:** The type of buses purchased for the project.

ENVIRONMENTAL REVIEW

The environmental review process makes sure agencies consider a project's impacts and benefits when making project decisions. The process is required for CONNECT 2 because the project will receive federal funds.

The project team has begun analysis of several social, cultural, environmental and transportation factors — both short- and long-term — related to the construction and operation of the project. This analysis will be incorporated into an environmental document called a Documented Categorical Exclusion (DCE). Once Federal Transit Administration (FTA) approves the DCE, the project can advance to final design and construction.

ENVIRONMENTAL ANALYSIS IN PROGRESS:

- **TRANSPORTATION:** Effect the project will have on the transit system, traffic, and parking.
- **COMMUNITIES AND NEIGHBORHOODS:** Benefits or disruptions to communities, neighborhoods, or services provided in the area.
- **MINORITY POPULATIONS:** Benefits to minority groups living along the route.
- **LOW-INCOME POPULATIONS:** Benefits to low-income residents along the route.
- **LAND USE AND ECONOMICS:** Support of local land use policies and plans and economic objectives in communities along the route.
- **NOISE AND VIBRATION:** Determine potential new noise and vibration impacts at residences, schools, and other sensitive areas along the route.
- **AIR QUALITY:** Project impact on air quality conditions in the region.
- **HISTORIC RESOURCES:** Direct or indirect impact on historic districts or buildings along the route.
- **NATURAL AND BIOLOGICAL RESOURCES:** Impact on protected plants, animals or natural areas along the route.

COORDINATION AT ALL LEVELS

PROCESS

Coordination is ongoing at each level of government to make CONNECT 2 possible.

FEDERAL

- Federal Transit Administration (FTA)

COUNTY

- Milwaukee County Department of Transportation (MCDOT)
- Milwaukee County Transit System (MCTS)

STATE

- Wisconsin Department of Transportation (WisDOT)

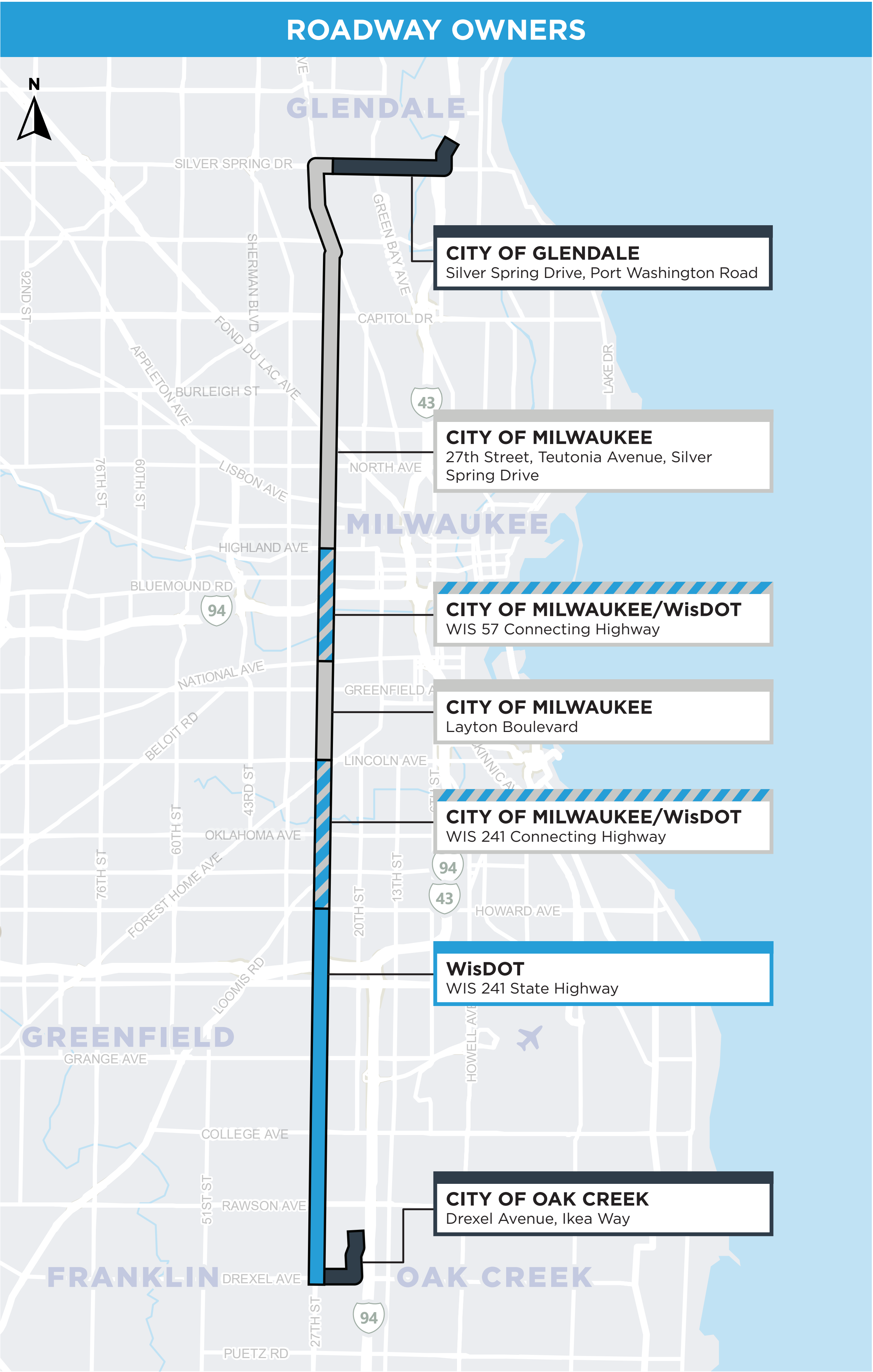
CITY

- City of Glendale
- City of Milwaukee
- City of Greenfield
- City of Franklin
- City of Oak Creek

COORDINATION WITH NEARBY PROJECTS

To minimize impacts to the community, the project team is coordinating with other roadway projects which will be constructed before CONNECT 2, including:

- Silver Spring Drive Reconstruction (Glendale)
 - Villard Avenue (Milwaukee)
 - Burleigh Street Safe Routes to Transit (Milwaukee)
 - St. Paul Avenue Reconstruction (WisDOT)
- National Avenue (Milwaukee)
 - 27th Street, Bottsford Avenue to Howard Avenue (WisDOT)
 - WIS 241 Resurfacing, College Avenue to Layton Avenue (WisDOT)



WHAT WE'VE HEARD SO FAR

PROCESS

Since 2020, the project team has held more than 130 stakeholder meetings. The team has met with elected officials; staff from the Wisconsin Department of Transportation, Glendale, Milwaukee, Greenfield, Franklin and Oak Creek; and neighborhood, community and business organizations up and down the corridor.

FROM 2020 TO FEBRUARY 2024

- 130 Stakeholder Meetings
- 10 Public Meetings
- 14 Community Events
- 9 Advisory Committee Meetings

WHAT PEOPLE ARE SAYING

“We need more buses.”

“How will bus-only lanes **impact others on the road?**”

“**Keep street parking** where people need it most.”

“Any changes to the roadway will need **lots of communication.**”

“How can this project **make the corridor safer?**”

“I’m **excited** about this project.”

“What’s next? How can we get **more BRT for our community?**”

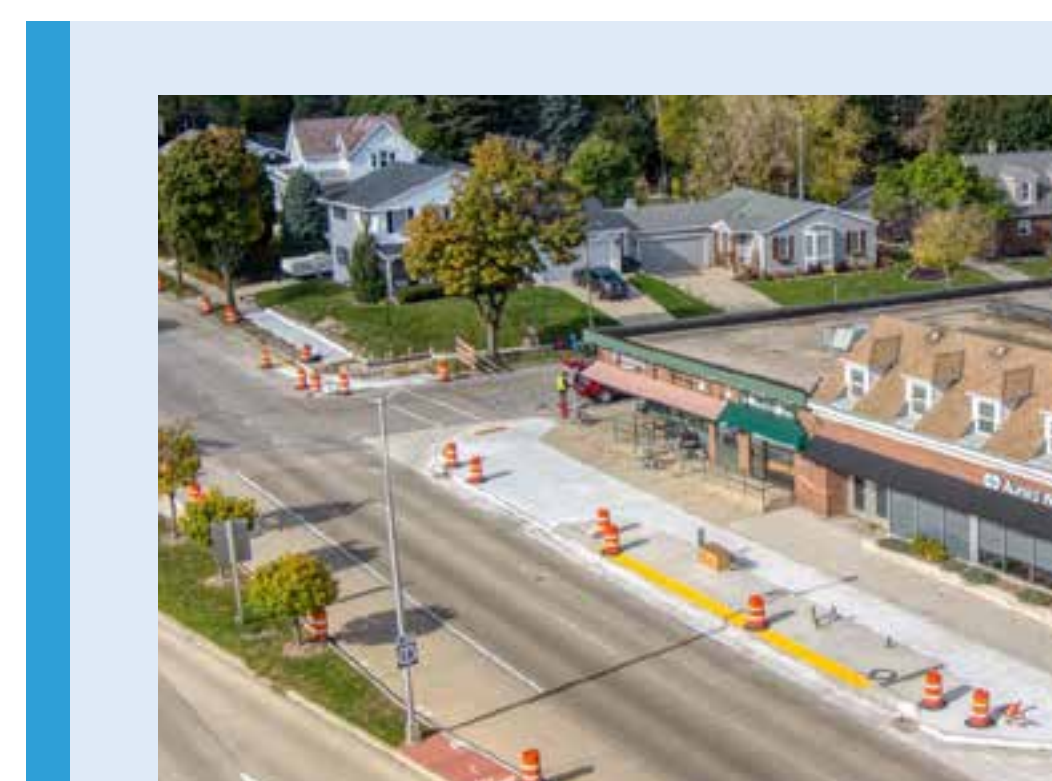


STATION FEATURES

STATION AREAS

CONNECT 2 stations will include many of the same features you experience today as part of the recently launched CONNECT 1 service. The new stations may include:

- 1 Shelters to protect riders throughout the year
- 2 Elevated platform for quick boarding
- 3 Lighting to increase safety and comfort at night for riders and neighbors
- 4 Snow melt system embedded in platform to assist in the clearing of snow
- 5 High-visibility tactile warning strips to keep riders aware of the edge of the platform
- 6 Security cameras to monitor station areas
- 7 Real-time signs display number of minutes to next bus arrival
- 8 Ticket vending machine for pre-board fare collection
- 9 All-inclusive ADA design
- 10 Audio push button to obtain route information



LOW-IMPACT CONSTRUCTION




BRT can make a high impact for communities with low impact construction. While overall construction will take several years, construction at each station is completed within months, minimizing disruption for neighbors and businesses.

To support high-frequency service, **approximately 20 new buses will be purchased for the CONNECT 2 route**. Buses are expected to include features similar to those of the CONNECT 1 buses today. MCTS’ priorities for future bus procurements include reliability, fiscal sustainability and market availability. Future vehicle options being considered include:

U.S. MARKETPLACE

With few manufacturers and a high volume of orders for battery electric and hybrid electric buses, transit agencies face a wait of two years or more for new vehicle orders.



 CLEAN DIESEL	 BATTERY ELECTRIC	 HYBRID ELECTRIC
Clean fuels, advanced engine design and exhaust technologies that work together to reduce emissions to near-zero levels.	All-electric motor that releases zero emissions, operates quietly and pauses to recharge at overhead charging facilities or the garage.	Conventional engine combined with an electric propulsion system, powered by a roof-top battery and recharged during braking and deceleration.
APPROXIMATE COST PER BUS		
\$650,000	\$1.2 million	\$950,000 to \$1 million
CONSIDERATIONS		
<ul style="list-style-type: none">Established and reliable technology.Widely available.Consistent with current MCTS fleet.Relies on fossil fuels.Emits particulate matter, nitrogen oxides and other greenhouse gases.	<ul style="list-style-type: none">Emerging market with very limited qualified manufacturers.Zero emissions, unless considering source of energy generation.Near- and long-term supply chain issues.Travel range limitations.Cost expected to rise over time.	<ul style="list-style-type: none">Emerging market with limited qualified manufacturers.Fuel efficiency with reduced emissions.Complex maintenance and repair.Limited zero-emission range.

BUS-ONLY LANES

Bus-only lanes are a key feature for BRT projects throughout the country. Generally, bus-only lanes are created by converting existing roadway elements, such as a general travel lane or a parking lane, into a bus-only lane. Typically, the conversion requires new pavement markings and signage. Bus-only lanes provide several benefits for riders, residents, businesses, and drivers:

- Provides a reliably available lane for buses, enabling operators to keep buses on time and making the ride safer for everyone.
- Separates general traffic from buses, keeping the general traffic lanes moving freely and calmly.
- Continues to allow access into the bus-only lane for right turns and access into driveways for businesses and homes.
- Provides an available lane for emergency vehicles when needed.

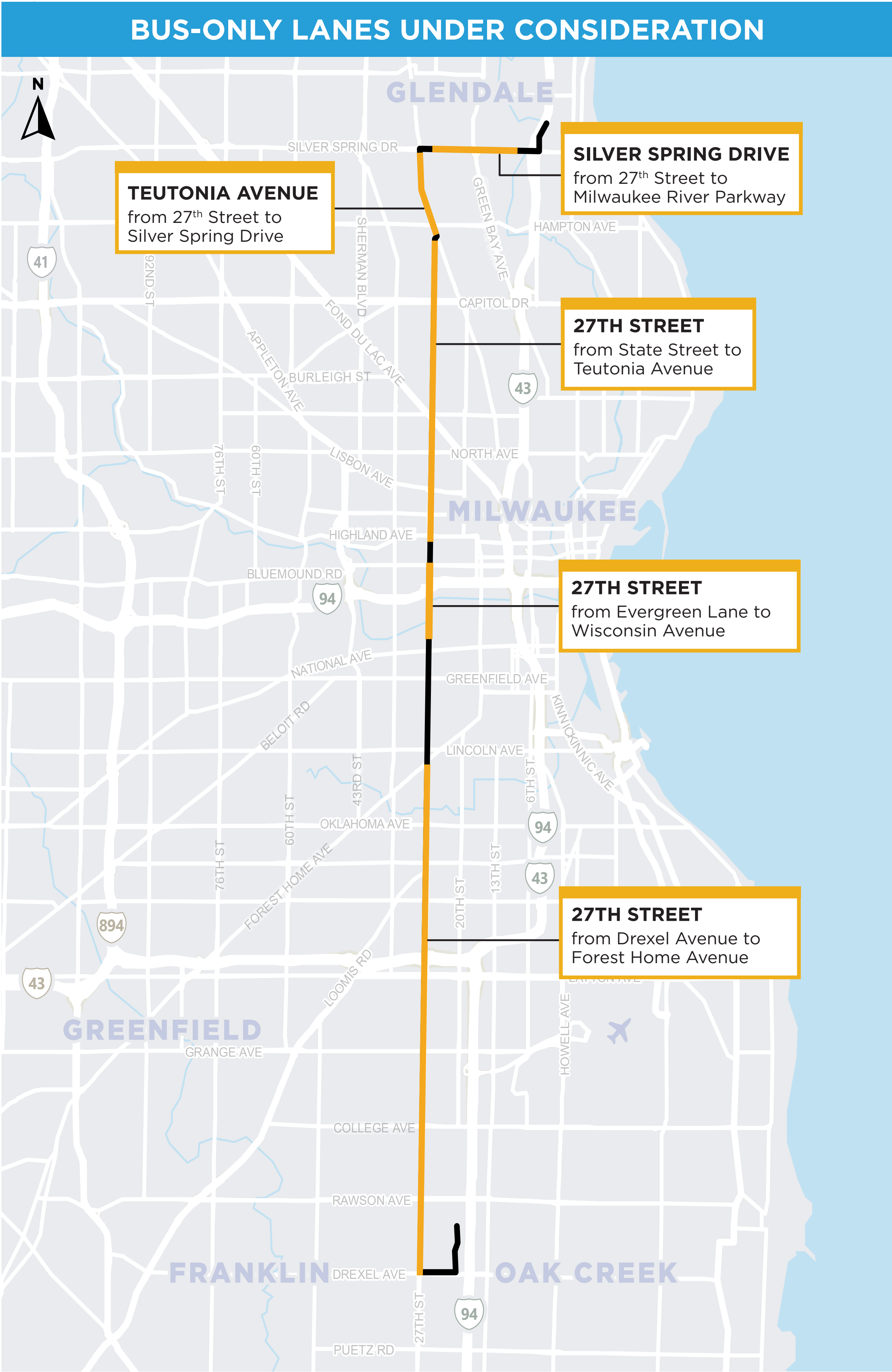
OTHER BRT FEATURES

The project is investigating the use of **vertical separation** to protect the bus-only lanes in several areas. **Signal enhancements** could also be added to help buses transition from bus-only lanes into mixed traffic safely and efficiently.



**SCAN TO SEE HOW
BUS-ONLY LANES COULD
WORK FOR CONNECT 2**

- CONNECT 2
- Bus-only Lanes Under Consideration





SHARE YOUR VOICE. SHAPE YOUR COMMUNITY.

SCAN THE QR CODE TO VISIT
WWW.MKENORTHSOUTH.COM/GET-INVOLVED

• REVIEW MEETING MATERIALS • TAKE THE SURVEY •



SHARE YOUR VOICE. SHAPE YOUR COMMUNITY.

Stop here to share your comments about the status and future
of CONNECT bus rapid transit in Milwaukee County.