The presentation will begin at 12:05 PM
OVERALL PURPOSE OF THE MEETING

To share information about the project and answer any questions

PRESENTERS

➤ David Locher, Project Manager
➤ Nancy Hernandez, Outreach Team
➤ Carolyn Seboe, Consultant Project Manager

To ask a question:

💧 Click Raise your hand.
✍ Type questions into the Questions and Answers box.
IN 2023

• 17 million rides
• 1,000 staff, including drivers, mechanics and administrative staff
• 307 buses
• 44 lines
BRINGING CONNECT BRT TO 27TH STREET
AN INVESTMENT IN ONE OF MCTS’ MOST-USED LINES

Investment in communities of color
One of MCTS’s most-used routes
Link to essential services
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.
BRT BENEFITS

Reliability for Riders

Low-Impact Construction

Accessibility

Stations as Investments in our Community

Community Safety (Traffic Calming, Pedestrian Safety Improvements, Lighting)
$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
COST ESTIMATES & FUNDING

Estimated Capital Cost*

$148M

20%
LOCAL FUNDS

80%
FEDERAL FUNDS

Cost-Neutral

Estimated Operations & Maintenance (O&M) Cost

*Note: Feasibility Study Cost Estimate. Subject to Change.
PROJECT PHASES

- **2020 - 2022**: Feasibility Study
- **2023 - 2025**: Environmental Review and Design
- **2026 - 2028**: Construction
- **2028**: Earliest BRT Open to Service
Outreach
Design
Traffic Analysis
Planning Studies and FTA
Environmental Review
OUTREACH

2020 TO FEBRUARY 2024

130 Stakeholder Meetings
14 Community Events
10 Public Meetings
9 Advisory Committee Meetings
**WHO WE REACHED IN 2023**

- Milwaukee County
- Federal Transit Association
- Wisconsin DOT
- City of Milwaukee
- City of Glendale
- City of Greenfield
- City of Franklin
- City of Oak Creek
- African American Chamber
- Amalgamated Transit Union (ATU) Local 998
- Amani United
- Bublr
- Century City Triangle Neighborhood Association
- Franklin Business Park Consortium
- Independence First
- Menomonee Valley Partners
- Milwaukee Inner-City Congregations Allied for Hope (MICAH)
- MobiliSE
- Near West Side Partners
- Northwest Side CDC
- Sherman Park Community Association
- Sierra Club
- Sixteenth Street Community Health Center
- South 27th Street BID
- Southeast Wisconsin Regional Planning Commission (SEWRPC)
- Southside Organizing Center
- VIA
- Villard Avenue BID
- Vision Forward
I’m excited about this project.

We need more buses.

How can this project make 27th Street safer?

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

Any changes to the roadway will need lots of communication.

Keep street parking where people need it most.

What’s next? How can we get more BRT for our community?
Traffic analysis looks at how dedicated lanes, bus stops, and intersection modifications affect weekday peak period traffic conditions for all modes.

Traffic modeling is underway to evaluate traffic conditions associated with the concept and assist with design refinement.

Coordination with the Wisconsin DOT and local governments is ongoing.
Environmental Review

Environmental Analysis in Progress

TRANSPORTATION

COMMUNITIES AND NEIGHBORHOODS

MINORITY POPULATIONS

LOW-INCOME POPULATIONS

LAND USE AND ECONOMICS

NOISE AND VIBRATION

AIR QUALITY

HISTORIC RESOURCES

NATURAL AND BIOLOGICAL RESOURCES
COORDINATION
AT ALL LEVELS

- Federal
- State
- Region
- County
- City
KEY DECISIONS FOR 2024

1. BUS-ONLY LANES
   Locations of dedicated, bus-only lanes.

2. STATION FEATURES AND DESIGN
   The design and features for each station.

3. BUSES
   The type of buses purchased for the project.
STATION FEATURES

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
MCTS priorities for future bus procurements include:

- Reliability
- Fiscal sustainability
- Market Availability

<table>
<thead>
<tr>
<th>BUS OPTIONS</th>
<th>CLEAN DIESEL</th>
<th>BATTERY ELECTRIC</th>
<th>HYBRID ELECTRIC</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>APPROXIMATE COST PER BUS</strong></td>
<td>$650,000</td>
<td>$1.2 million</td>
<td>$950,000 to $1 million</td>
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| **CONSIDERATIONS** | - Established and reliable technology.  
- Widely available.  
- Consistent with current MCTS fleet.  
- Relies on fossil fuels.  
- Emits particulate matter, nitrogen oxides and other greenhouse gases. | - 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. | - Emerging market with limited qualified manufacturers.  
- Fuel efficiency with reduced emissions.  
- Complex maintenance and repair.  
- Limited zero-emission range. |
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.
BUS-ONLY LANES
UNDER CONSIDERATION

CONNECT 2
Bus-only Lanes
Under Consideration
CONNECT 2

Bus-only Lanes Under Consideration
SCAN ABOVE OR VISIT WWW.MKENORTHSOUTH.COM/GET-INVOLVED TO VIEW MEETING MATERIALS, INCLUDING:

OPEN HOUSE BOARDS
providing additional information on today’s topics.

DRAFT CONCEPT PLAN
showing conceptual design.

PUBLIC INPUT SURVEY
to share your voice.
*Complete by March 31, 2024.*
QUESTIONS & ANSWERS

To ask a question:
- Click *Raise your hand*.
- Type questions into the *Questions and Answers* box.
WHAT’S NEXT

• Continuing to advance the planning and design
• Ongoing traffic analysis
• Refinement of roadway changes and platform placement
• Station programming and design
• Ridership and bus operations planning
• Additional opportunities for public input
PROJECT CONTACTS

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