



WELCOME



FEBRUARY 28, 2024

VIRTUAL PUBLIC MEETING

🕒 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.



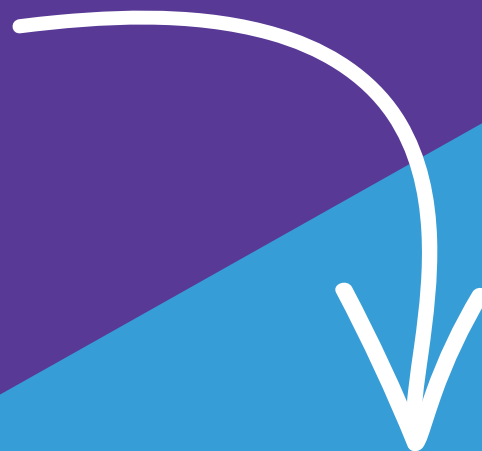
MILWAUKEE COUNTY TRANSIT SYSTEM

FIXED ROUTE PUBLIC TRANSPORTATION

IN 2023

- 17 million rides
- 1,000 staff, including drivers, mechanics and administrative staff
- 307 buses
- 44 lines





27th Street Bus Rapid Transit

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



GET TO KNOW CONNECT BRT



Bus-Only
Lanes



Signal
Improvements



Quick-Board Stations
with Enhancements



Pre-Board Fare Collection



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.

BRT BENEFITS



Reliability for Riders



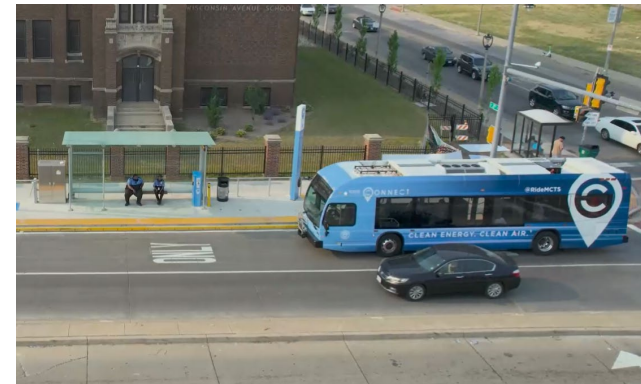
Low-Impact Construction



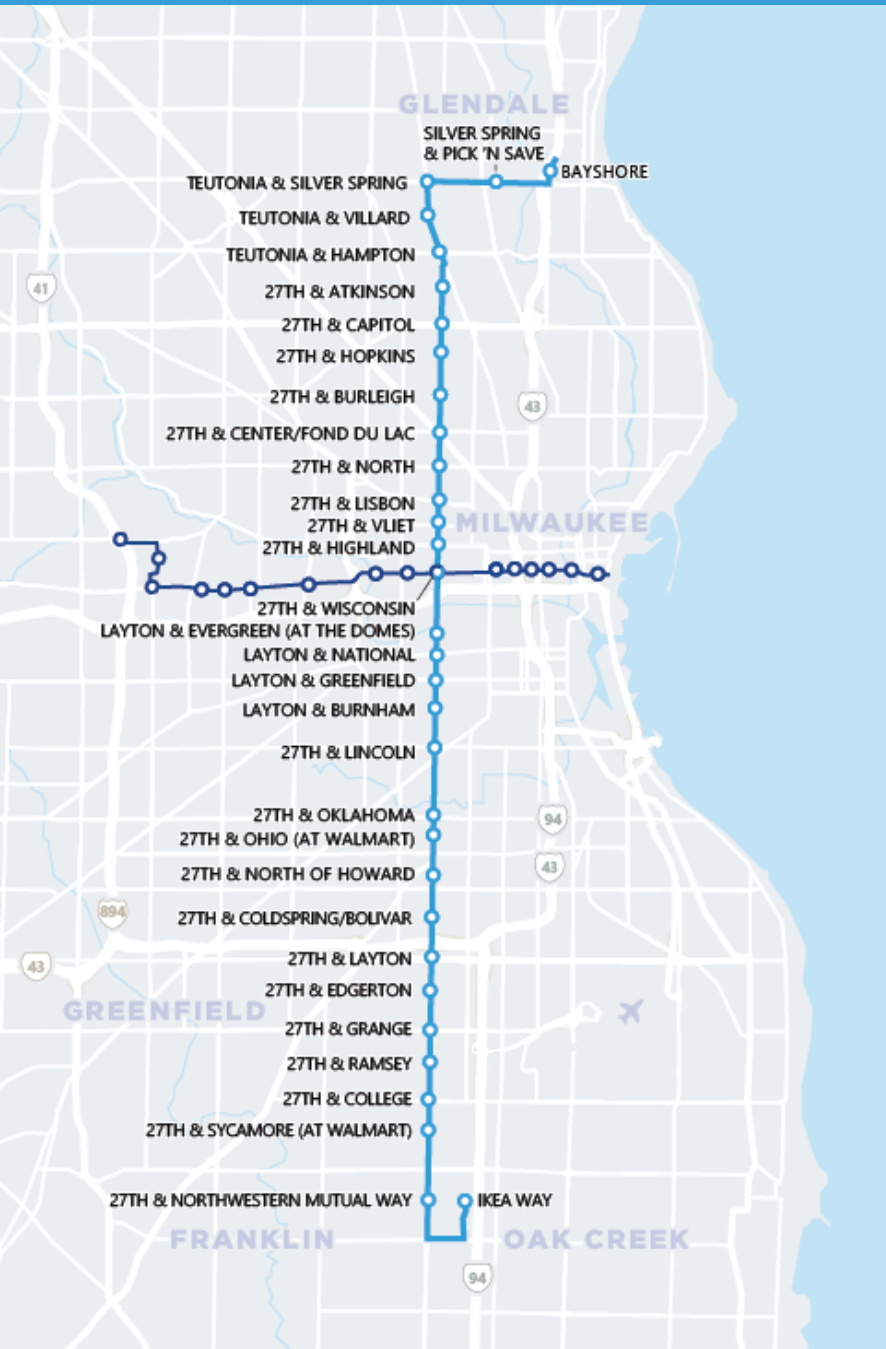
Accessibility



Stations as Investments in our Community



Community Safety (Traffic Calming, Pedestrian Safety Improvements, Lighting)



CONNECT 2 OVERVIEW

- **\$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

LEGEND

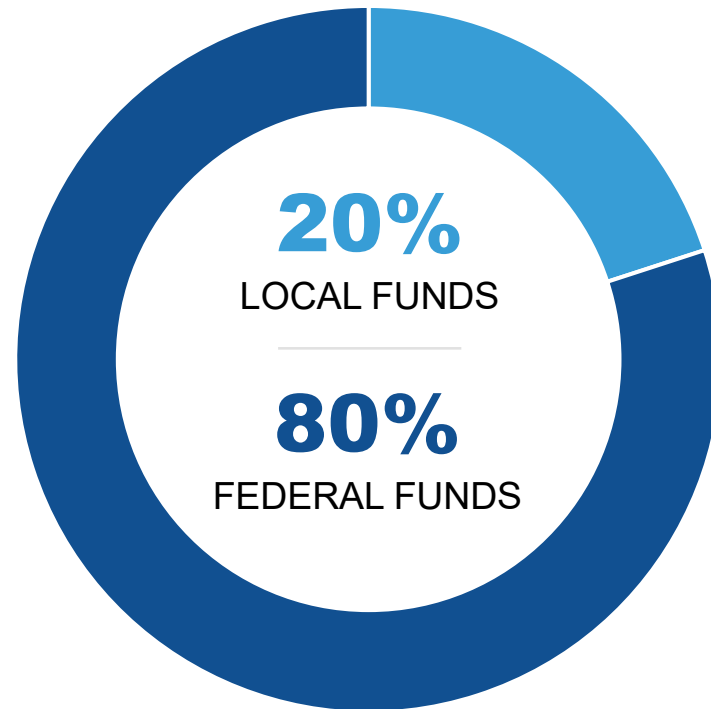
- CONNECT 1
- CONNECT 2

COST ESTIMATES & FUNDING



Estimated Capital Cost*

\$148M



Estimated Operations & Maintenance (O&M) Cost

Cost-Neutral

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

PROJECT PHASES



PROJECT ELEMENTS



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
- Bubl'r
- 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





WHAT WE'VE HEARD SO FAR

"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**."

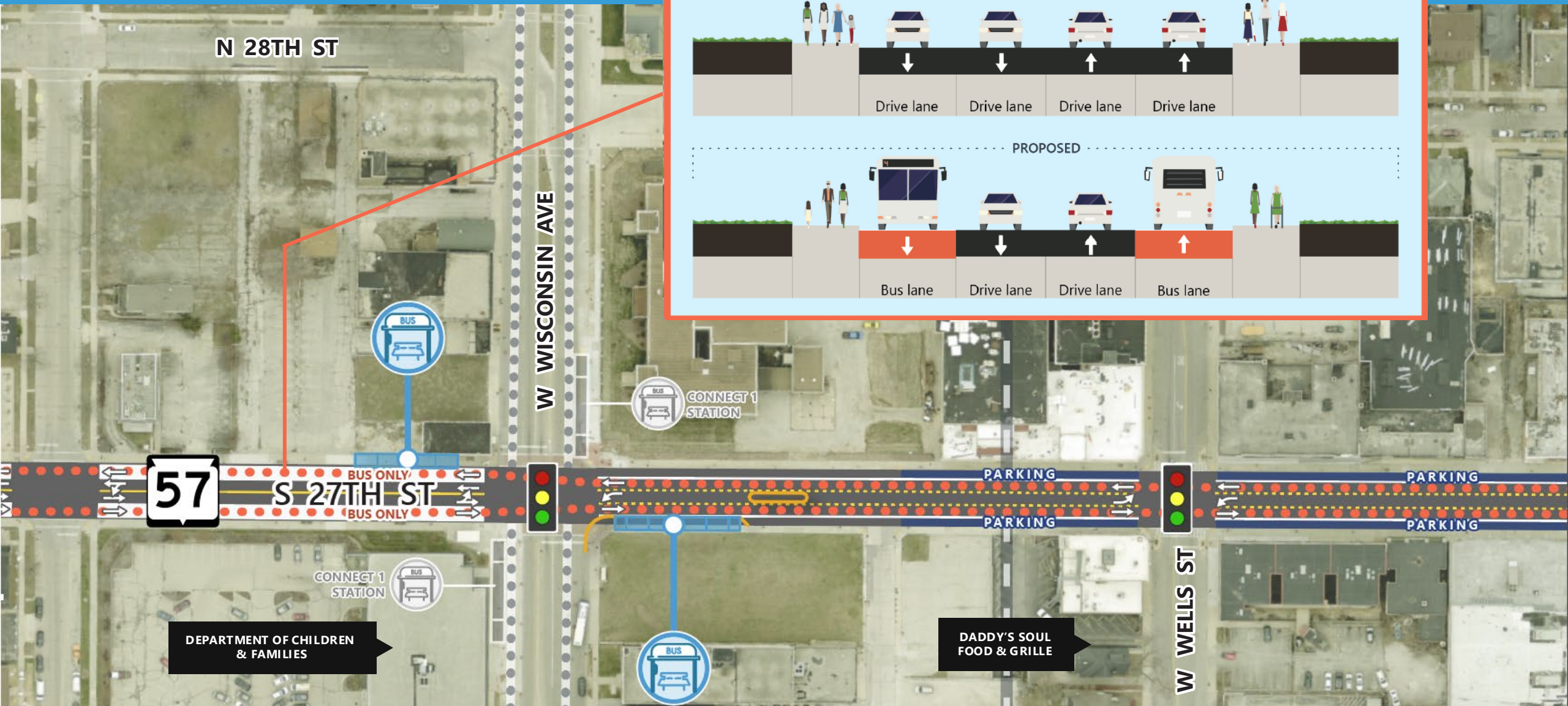
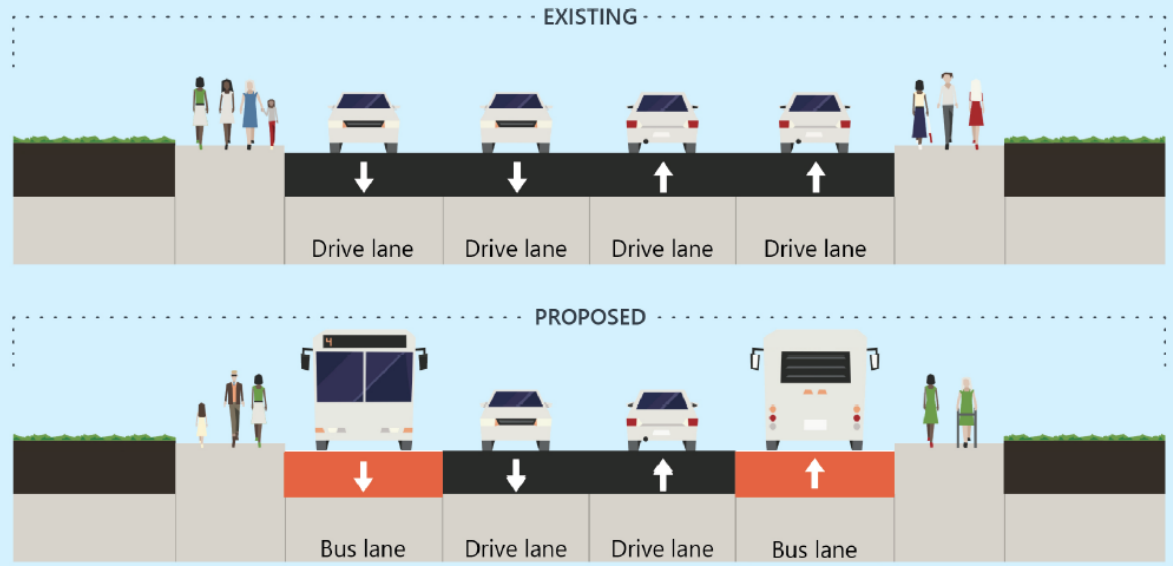
"Keep **street parking** where people need it most."

"**What's next?** How can we get more BRT for our community?"

DESIGN



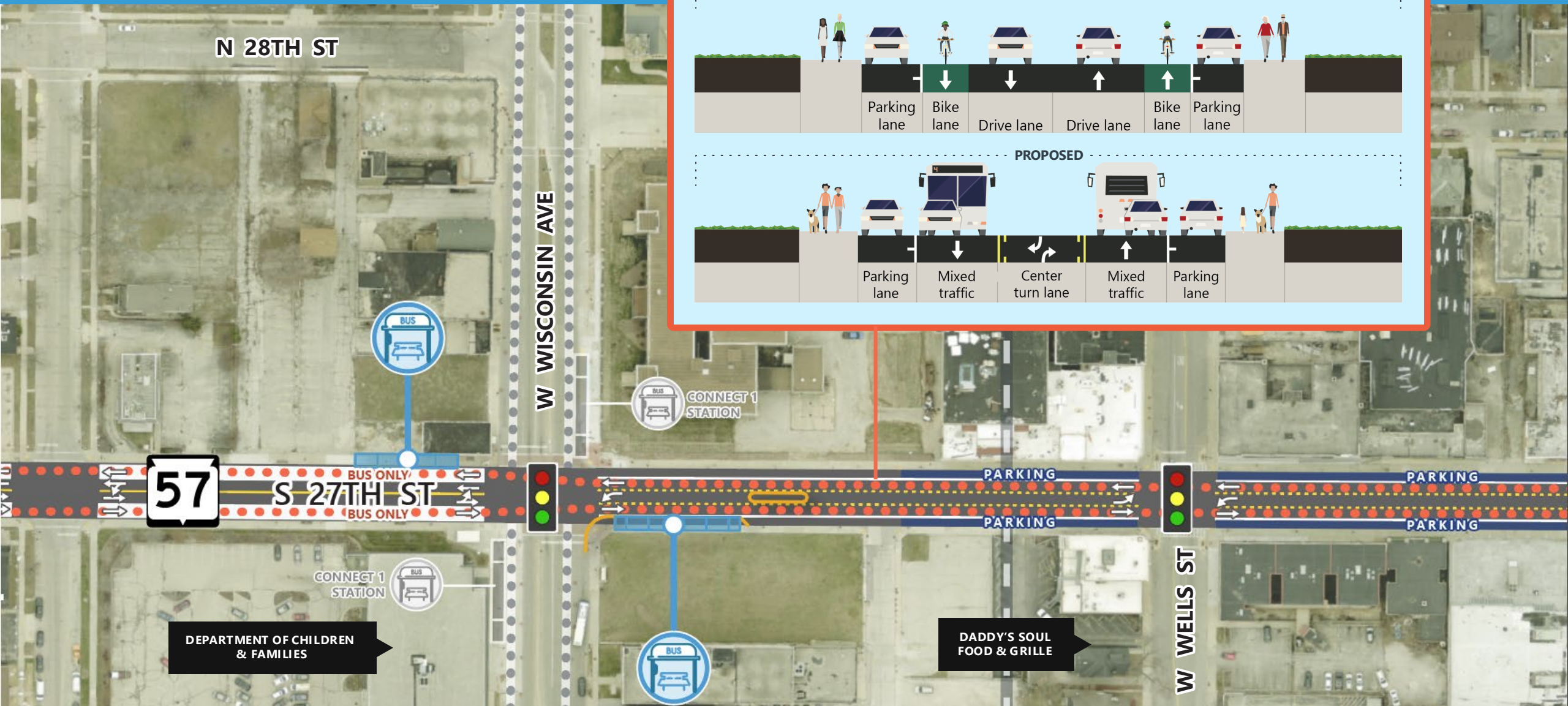
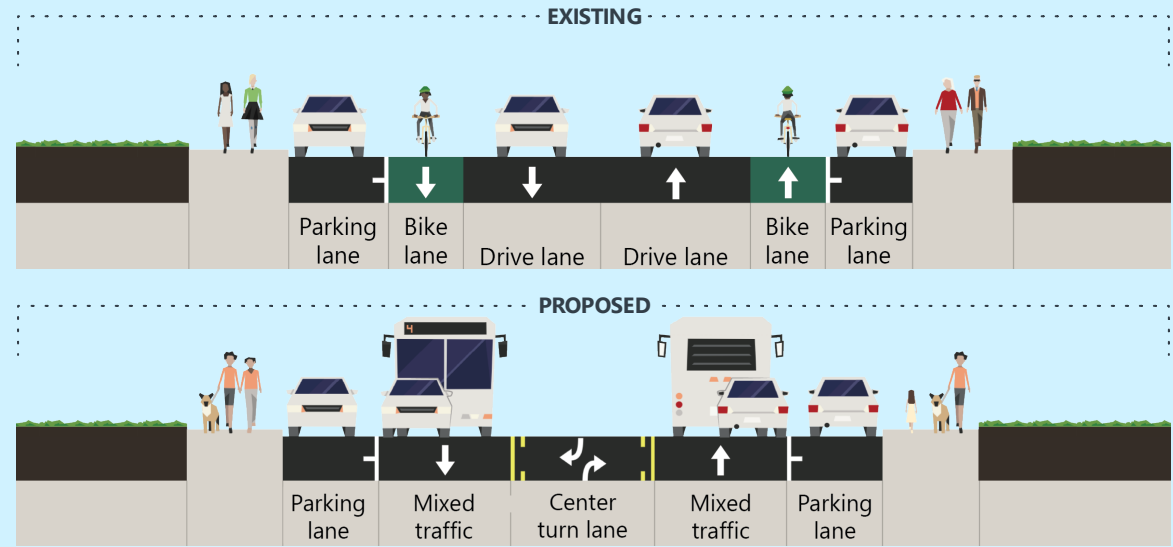
27TH FROM ST. PAUL TO WISCONSIN



DESIGN



27TH FROM WISCONSIN TO STATE



TRAFFIC ANALYSIS

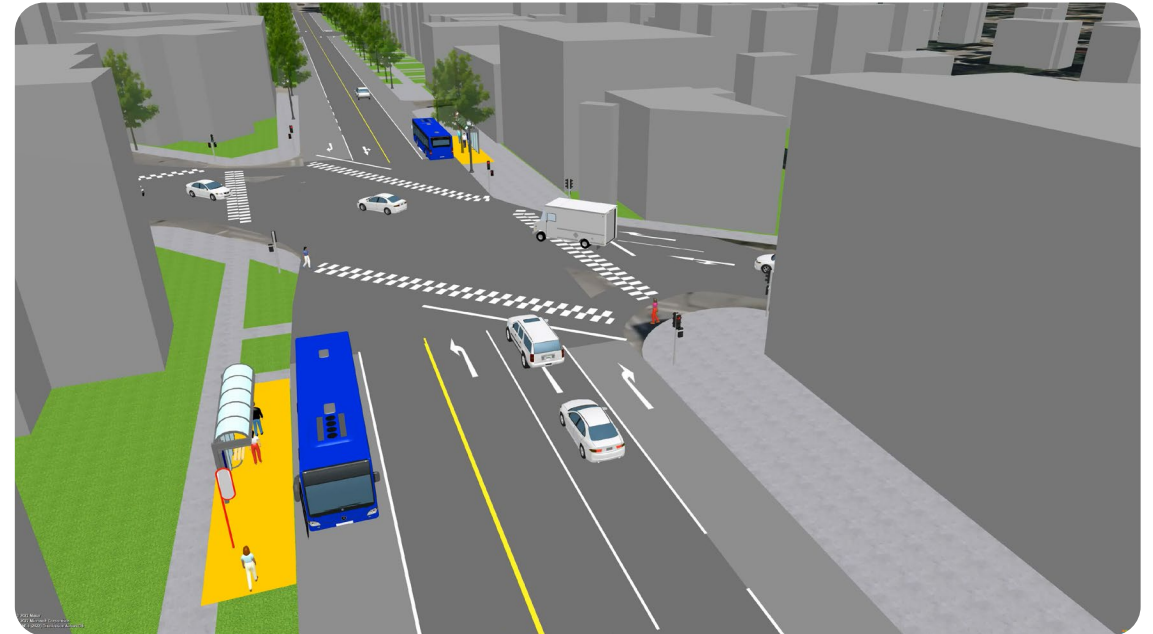


Traffic Modeling in Progress

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

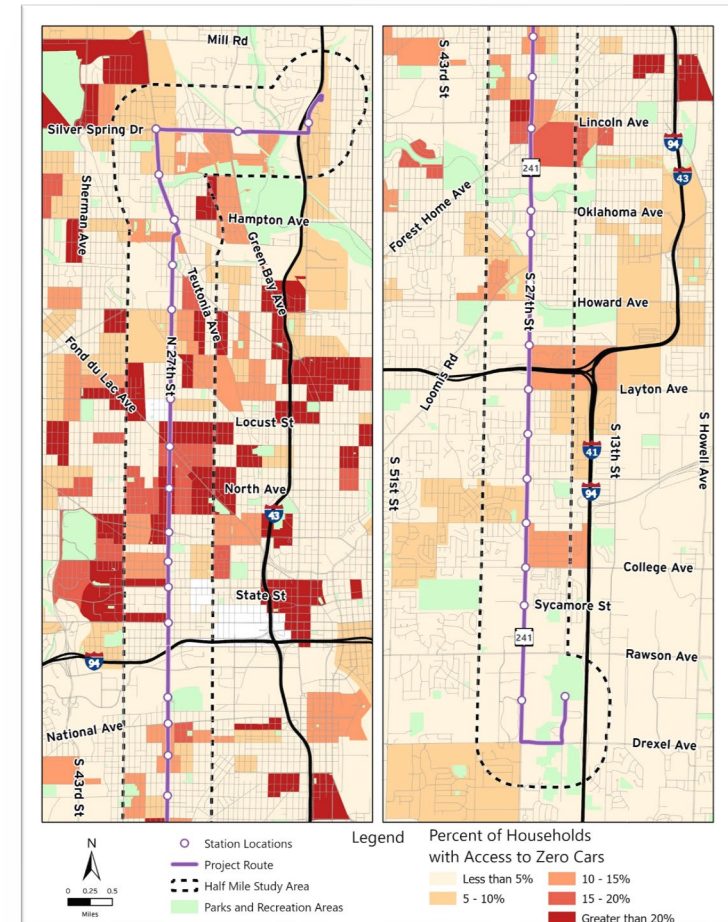
LAND USE AND ECONOMICS

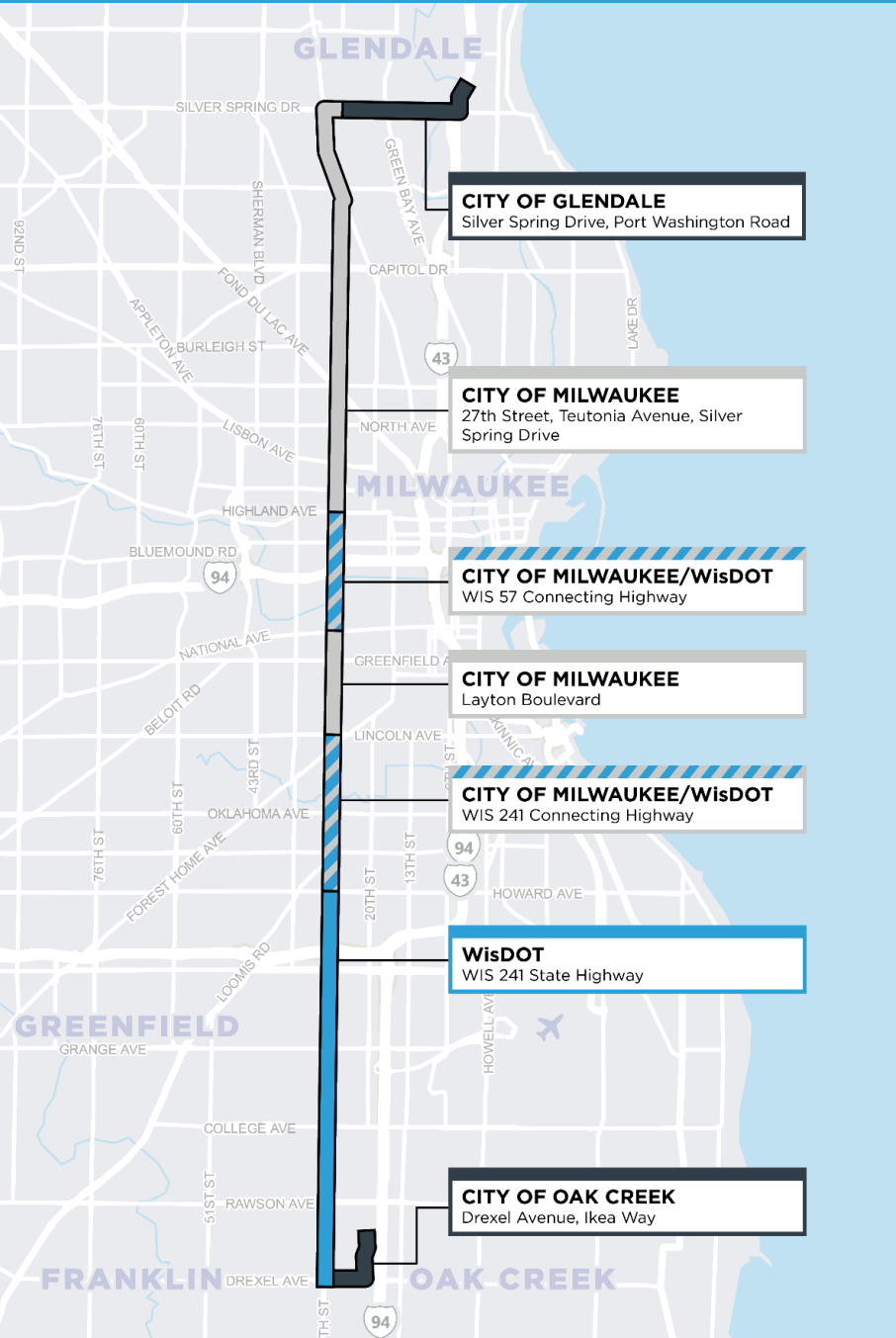
NOISE AND VIBRATION

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

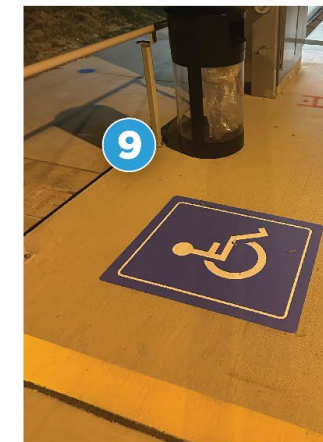
The type of buses purchased for the project.



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



BUS OPTIONS



MCTS priorities for future bus procurements include:

- Reliability
- Fiscal sustainability
- Market Availability



CLEAN DIESEL

Clean fuels, advanced engine design and exhaust technologies that work together to reduce emissions to near-zero levels.



BATTERY ELECTRIC

All-electric motor that releases zero emissions, operates quietly and pauses to recharge at overhead charging facilities or the garage.



HYBRID ELECTRIC

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

- 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.

BUS-ONLY LANES



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.



BUS-ONLY LANES

UNDER CONSIDERATION



— CONNECT 2

— Bus-only Lanes
Under Consideration



— CONNECT 2

— Bus-only Lanes Under Consideration



VIEW MEETING MATERIALS



**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.

SCAN OR VISIT
WWW.MKENORTHSOUTH.COM/GET-INVOLVED
TO VIEW MEETING MATERIALS



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



DAVID LOCHER

Manager of Enhanced Transit,
Milwaukee County Transit System
(414) 343-1727 | dlocher@mcts.org

CAROLYN SEBOE

Consultant Project Manager, HNTB
(414) 410-6743 | cseboe@hntb.com

ANNA SCHRYVER

Communications
Milwaukee County Transit System
(414) 937-3251 | aschryver@mcts.org



FOR MORE INFORMATION

www.mkenorthsouth.com