

Kuether, Molly

From: Vanderboom, Toni
Sent: Wednesday, June 08, 2016 10:04 AM
To: Kuether, Molly
Subject: FW: The Bus Rapid Transit plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: Kuether, Molly
Sent: Wednesday, June 08, 2016 9:58 AM
To: Vanderboom, Toni
Subject: FW: The Bus Rapid Transit plan

From: Bohl, James
Sent: Wednesday, June 8, 2016 9:58:01 AM (UTC-06:00) Central Time (US & Canada)
To: Kuether, Molly
Subject: FW: The Bus Rapid Transit plan

For upcoming file on this.

From: Bill Sell [<mailto:sunrise@bikethehoan.com>]
Sent: Tuesday, June 07, 2016 11:03 PM
To: Johnson, Cavalier; Zielinski, Tony; Rainey, Khalif; Lewis, Chantia; Stamper II, Russell; Murphy, Michael (Alderman); Witkowski, Terry; Coggs, Milele; Perez, Jose; Hamilton, Ashanti; Bauman, Robert; Borkowski, Mark; Donovan, Robert; Kovac, Nik; Bohl, James
Subject: The Bus Rapid Transit plan

Dear Friends of Transit:

http://www.bizjournals.com/milwaukee/news/2016/06/07/bus-rapid-transit-route-would-run-along-wisconsin.html?ana=e_du_pub&s=article_du&ed=2016-06-07&u=zQVCMT079%2FFaMqRYX6PnhA083005ba&t=1465353072&j=73829852

The BRT plan is coming together fast. Usually something this size (budget) requires months or years. But an available financing opportunity comes later this summer. The project will require cooperation and approval of two cities: Milwaukee and Wauwatosa, and hoping for wide citizens support as well. I was particularly curious why the preferred design we saw at Marquette U. on May 18 would run on Wells St. from the River to 12th St. And told that it's wider, faster, and Wis Ave. would be too crowded. I wrote up my concerns, as did others.

It's heartwarming to read here that the Wells option is not the preferred option (it could become that of course).

What Wis Ave needs, whether there is a BRT or not, is people. It needs to be made walkable friendly. Hopefully the Mall owners have that message; I like the concept "turning the Mall inside out" with people walking. The Ave does not "need" cars; and cars do not need parking on the Ave. The parking came back and helped civilize the avenue, but now it's time to think again.

Goal: Buses and pedestrians and people waiting for buses, and dipping into food malls, will bring that segment of Wis Ave back to life. Businesses with the usual big glass windows and pedestrian doors will be encouraged to think "out" - either cosmetically or in a

way inviting people in. Nothing but people, not architecture alone, not murals alone, certainly not parking alone will bring Wis Ave to life again.

With control of red and green traffic lights, the buses will stop, perhaps, only twice in that stretch (for passengers) and then move unimpeded to the next bus stop.

With a clear and emphatic plan to bring pedestrians back to the Ave. businesses will get the message and open their doors to the kind of business people walking are looking for.

Bill



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From the Milwaukee Business Journal:

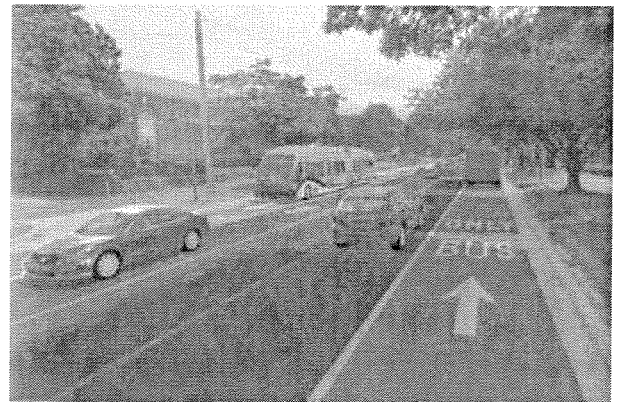
<http://www.bizjournals.com/milwaukee/news/2016/06/07/bus-rapid-transit-route-would-run-along-wisconsin.html>

Bus rapid transit route would run along Wisconsin Avenue in downtown Milwaukee

Jun 7, 2016, 2:23pm CDT

The proposed bus rapid transit route will run primarily along Wisconsin Avenue in downtown Milwaukee between the lakefront and Marquette University campus, Milwaukee County announced Tuesday.

The \$42 million to \$48 million bus rapid transit (BRT) route is envisioned as a major connector between downtown and the **Milwaukee Regional Medical Center** in Wauwatosa, which are among the region's largest job centers. The buses could traverse the entire route in about 35 minutes, compared with an estimated 51 minutes under existing bus lines. The route, which could start service in 2019, is predicted to have up to 9,250 riders a day.



The bus route could run in dedicated lanes either in the center of the street, or along the curb lines, as shown in the rendering.

For commuters, the route offers better travel times and more predictability, said Milwaukee County director of transportation Brian Dranzik. He said feedback during public hearings this year have overall been positive.

“For businesses, it’s hopefully bringing people to their front door, whether they are employees or whether they are customers,” Dranzik said.

County officials in May announced the proposed bus route west of North 12th Street, but still were considering options for where the bus would run through downtown. The choice was primarily between East Wells Street and East Wisconsin Avenue.

County officials on Tuesday said they want buses to run along Wisconsin Avenue starting at North Cass Street on the east. Downtown stations are envisioned at the future site of the Couture apartment high-rise on the downtown lakefront on East Michigan Street. That development will have a large public concourse at its base that will include a station for the streetcar.

Other stops along Wisconsin Avenue could be at Van Buren Street, Broadway, Plankinton Avenue and Fifth Street.

Another major streetcar stop is planned at West Wisconsin and Fifth Avenue. City officials this month will issue a request for proposals for a transit-oriented, mixed-use development on a parking lot at Fifth and Wisconsin.

County officials will ask the cities of Milwaukee and Wauwatosa to express their support for the preferred BRT routes in June or July. Details of the route, such as where the buses would have dedicated lanes separate from cars, and the exact station locations, will be determined through future hearings next year.

County officials are trying to line up local support for a preferred route by August so they can apply for a federal grant to cover 80 percent of the project cost. If successful, construction could start in 2018, and service could start in 2019, Dranzik said.

Milwaukee County would cover the remaining 20 percent of the project

budget.

“We’re still working through that a little bit, but it is within the amounts we’ve requested and received over the years for our capital budget,” Dranzik said.

Milwaukee County officials are retaining one alternative as an option downtown in case they run into difficulties on West Wisconsin Avenue between the Milwaukee River and 12th Street. The alternative would switch the route north one block to Wells Street between Plankinton Avenue and 12th Street.

Much of that segment of Wisconsin Avenue has only one driving lane in each direction. The buses may need to run in mixed traffic, rather than dedicated lanes, in those areas, Dranzik said.

“It’s something we still need to work through and work with the city on,” he said.

Sean Ryan

Reporter

Milwaukee Business Journal

