



City of Milwaukee

200 E. Wells Street
Milwaukee, Wisconsin
53202

Meeting Minutes PUBLIC TRANSPORTATION REVIEW BOARD

ALD. ROBERT BAUMAN, CHAIR
ELIZABETH NICOLS, VICE-CHAIR

*John Doherty, David Jasenski, Sandra Kellner, Don Natzke,
Abdulkadir Omar, Jeffrey Polenske, Terry Radtke and Mariano
Schifalacqua*

Staff Assistant: Joanna Polanco, 286-2366, Fax: 286-3456,
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Legislative Liaison: Richard Withers, 286-8532,
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Friday, February 10, 2012

9:00 AM

Room 301-B, City Hall

Meeting call to order at 9:06 A.M.

Present: 9 - Schifalacqua, Polenske, Omar, Doherty, jasenski, Radtke, Natzke,
Kellner, Bauman
Excused: 1 - Nicols

Alternate present:

Mary Smarelli - Doherty

1. Roll call and approval of previous meeting minutes.

Mr. Schifalacqua moved, seconded by Mr. Polenske to approve minutes of the January 13, 2012 meeting. There were no objections.

2. Communication from Milwaukee Downtown Business Improvement District, Yellow Cab Co-Op, Shuttle Services, Milwaukee County Transit System, Milwaukee County Office for Persons with Disabilities, Department of Public Works-Infrastructure, Transit Express, Legislative Reference Bureau and Clear Channel Outdoor related to Public Transportation.

Individuals present:

Richard Withers – Legislative Reference Bureau (LRB)

Carrie Cooper – Project Manager Environmental Phase Train Maintenance Facilities

Crystal Dupon – Train Shed Project Manager Milwaukee Intermodal Station

Mr. Withers highlighted a few points from the notes of a meeting held on February 2, 2012, pertaining to downtown valet parking. Among the attendees of this meeting there

were representatives of the Department of Public Works, License Division, Milwaukee Police Department and also some of the major valet operators. One suggestion from this meeting was that the city explores creating valet parking zones from those now used as loading zone by looking at them as taxicab stands to be used for valet service. As a result of the discussion in this meeting the LRB recommends that a draft ordinance be prepared and discussed with the police department as well as shared with the businesses that would be affected that were not represented at this meeting. The LRB will then present this board with a potential draft for discussion.

Mr. Schifalacqua suggested including the Department of Public Works as part of the downtown valet parking brainstorming meetings.

Regarding the taxicab legislation and litigation, Mr. Withers said that legislation heard in committee in the Assembly this past week, supported by city resolution, would permit the City to establish a medallion system like that in other cities. This legislation as is currently written provides a medallion for \$500 to currently-permitted cabs but would cap the number of future medallions at 2% of the fleet per year, about 6 cabs maximum annually. These auctions would be public and it will not be subject to the current limitations of fees and permits. Currently, approximately 321 permits are in use.

Ms. Dupon presented the board with a visual project update and explanation.

The Wisconsin Department of Transportation is working on the Final Design Phase of the Milwaukee Intermodal Train Passenger Concourse. This project involves the removal of the existing train passenger concourse located immediately south of the Intermodal Station and construction of a new structure designed in compliance with the American with Disabilities Act (ADA).

The new structure will be 21 feet wide, 400 feet long and 56 feet high. The train passenger concourse will include a partial mezzanine spanning five tracks and three boarding platforms, stairways, escalators, ventilation systems, lighting, and signage. The foundation will be a combination of existing and new pile footings. An existing passenger tunnel will be rehabilitated.

All construction will be staged to accommodate passenger and freight traffic through the site. The roof system will be a custom fabricated 3-D tubular truss with sky lights.

The construction of the train passenger concourse will start in April 2012. Initial stages of construction will include storm sewer construction and utility removals and relocation.

In the spring 2012 the existing train passenger concourse will be demolished and work will begin on the new train passenger concourse structure. Construction through the summer and fall will include new foundations, columns, mezzanine framing, and roof trusses and skylights.

In the fall and winter of 2012, construction will include finishing the mezzanine, elevators, escalators, signing, lighting, photovoltaic system, and utilities. The new train passenger concourse should be completed by May 2013.

Mr. Jasenski asked Ms. Dupon to summarize the presentation.

Ms. Dupon responded that there are pending redesigns discussion, nationally for which AMTRAK has stopped the project.

Ms. Cooper followed with the Train Car Maintenance Facility slide show in which she highlighted the Wisconsin Department of Transportation (DOT)'s purchase of two train sets in 2009. Those are currently being assembled at the temporary maintenance facility located in Century City site. DOT is doing an environmental study to evaluate two maintenance facilities: the maintenance facility requirements include, inspection pit, wheel service equipment, office space, warehouse space, back shop area and train wash. The Milwaukee intermodal station site assets, located next to Milwaukee Intermodal Station, include virtually no time spent traveling to maintenance facility, it does not interfere with any planned development and new public access opportunities to the Menomonee River, however, this site has its challenges Ms. Cooper said. The location is physically constrained site due to the 740' building length not allowing locomotives to remain inside, it offers limited future expansion opportunities, it is a dead south side track that could affect freight operations, it complicates 6th Street Bridge annual maintenance and the 25-foot Riverwalk easement may not fit.

One alternative is the 17th street site that offers a large enough space to accommodate all the desired maintenance facility functions. These include an 800' long building access or both tracks minimizes freight disruptions, expanded to accommodate additional cars or train sets and new roadway would also benefit future private development.

The challenges of this site are that it is located on private property which reduces the amount of land available for the City Lights project, requires amendment to Planned Development zoning, removes three buildings/structures, relocates storage area for two business so it requires an agreement with Canadian Pacific to use tracks between Milwaukee Intermodal Station and maintenance facility..

*The site selection study period is from fall 2011 to spring 2012.
There was a public information meeting on January 21, 2012
Selected preferred alternative will be decided on during the month of February 2012
The complete environmental report should be done in spring 2012*

The preliminary engineering is scheduled for spring 2012 and final design is for late 2012 (subject to available funding).

Meeting adjourned at 10:20 A.M.

**Joanna Polanco
Staff Assistant**