



Legislation Details (With Text)

File #: 170541 **Version:** 1
Type: Resolution **Status:** Passed
File created: 7/11/2017 **In control:** COMMON COUNCIL
On agenda: **Final action:** 7/31/2017

Effective date:

Title: Substitute resolution amending Common Council File No. 160254 relative to the development of a bus rapid transit line along the East-West Corridor through portions of the City of Milwaukee.

Sponsors: ALD. MURPHY, ALD. BAUMAN

Indexes: BUS SERVICE, LOCAL TRANSIT

Attachments: 1. Objection #1, 2. Objection #2, 3. Objection #3, 4. BRT Alignment map.pdf

Date	Ver.	Action By	Action	Result	Tally
7/11/2017	0	COMMON COUNCIL	ASSIGNED TO		
7/19/2017	0	PUBLIC WORKS COMMITTEE	RECOMMENDED FOR ADOPTION	Pass	4:0
7/31/2017	1	COMMON COUNCIL	ADOPTED	Pass	15:0
8/9/2017	1	MAYOR	SIGNED		

170541
SUBSTITUTE 1

ALD. MURPHY AND BAUMAN

Substitute resolution amending Common Council File No. 160254 relative to the development of a bus rapid transit line along the East-West Corridor through portions of the City of Milwaukee. This resolution amends Common Council File No. 160254 to establish a City policy that Milwaukee County’s bus rapid transit (BRT) system shall operate in mixed traffic west of Hawley Road. This resolution further indicates that the City of Milwaukee shall not incur any expense or contribute financially to the development and operation of the BRT system unless reimbursed for these costs by Milwaukee County or the Milwaukee County Transit System.

Whereas, On July 26, 2016, the Common Council adopted File No. 160254, a resolution establishing the City’s policy for supporting the development of Milwaukee County’s Locally Preferred Alternate bus rapid transit (BRT) connecting Downtown Milwaukee and the Milwaukee Regional Medical Center; and

Whereas, File No. 160254 resolved in part that the City of Milwaukee would work with Milwaukee County to determine areas where the use and development of exclusive lanes was not feasible or possible, and where the BRT would therefore operate in mixed traffic; and

Whereas, In June 2017, Milwaukee County presented an update on the East-West Corridor BRT feasibility study at a series of public meetings; and

Whereas, The updated study includes large-scale roll plats showing various lane alignment options and animations predicting the flow of traffic; and

Whereas, The updated study depicts BRT-exclusive lanes west of Hawley Road, and in particular on Bluemound Road west of Hawley Road; and

Whereas, The use of exclusive lanes west of Hawley Road could reduce the number of travel lanes available to ordinary vehicular traffic by up to one-half; and

Whereas, Any decrease in the volume of vehicular traffic along the East-West Corridor through an increase in BRT line ridership will be insufficient to negate the increased traffic congestion cause by the loss of travel lanes; and

Whereas, The use of exclusive lanes west of Hawley Road will worsen traffic congestion and increase travel times for Milwaukee residents operating motor vehicles in this corridor, particularly during rush-hour periods; and

Whereas, A determination of areas where exclusive lanes are not feasible or possible is not the same as an endorsement of the implementation and alignment of the BRT system; and

Whereas, Although by File No. 160254 the City resolved to work with Milwaukee County to develop the BRT route alignment and provide analysis during the design and preliminary engineering phase, the City is unwilling to incur direct or indirect expenses, including the forfeiture of any revenue, related to the development or operation of the BRT line along the East-West Corridor; and

Whereas, The City is further unwilling to contribute financially to the development or operation of the BRT system, or to provide assistance or management of the BRT system unless reimbursed for these costs by Milwaukee County or the Milwaukee County Transit System; and

Whereas, It is desirable to amend File No. 160254 in order to reflect the City's position on the use of exclusive lanes west of Hawley Road and the City's unwillingness to incur expenses and contribute financially to the development and operation of the BRT system; now, therefore be it

Resolved, By the Common Council of the City of Milwaukee, that Common Council File No. 160254, adopted on July 26, 2016, is amended as follows:

- A. The following "Further Resolved" clause shall be inserted between the first and second "Further Resolved" clauses:

Further Resolved, That the City of Milwaukee has determined that the use and development of exclusive lanes west of Hawley Road is not feasible or possible and that the BRT line shall therefore operate in mixed traffic west of Hawley Road; and, be it

- B. The last "Further Resolved" clause shall be replaced by the following:

Further Resolved, That the design and preliminary engineering of the East-West BRT alignment shall be reviewed and approved by the City of Milwaukee, including the Common Council, prior to the construction of the BRT system; and, be it

- C. The following "Further Resolved" clauses shall be inserted after the last "Further Resolved" clause:

Further Resolved, That the City of Milwaukee shall not incur any direct or indirect expenses, including the forfeiture of any revenue, related to the development or operation of the BRT system; and, be it

Further Resolved, That the City of Milwaukee shall not contribute financially to the development or management of the BRT system, nor provide assistance or management of the BRT system, unless reimbursed for these costs by Milwaukee County or the Milwaukee County Transit System.

LRB170254-2
Dana J. Zelazny
July 14, 2017