

COUNTY OF MILWAUKEE INTEROFFICE COMMUNICATION

Date: February 15, 2024

To: Marcelia Nicholson, Chairwoman, Milwaukee County Board of Supervisors

From: Donna Brown-Martin, Director, Department of Transportation

Subject: From the Director, Department of Transportation and the President and Managing Director, Milwaukee County Transit System, requesting approval of the North-South Transit Enhancement Project Locally Preferred Alternative.

File Type: Action Report

REQUEST

The Director, Department of Transportation, and the President and Managing Director, Milwaukee County Transit System is requesting approval of the North-South Transit Enhancement Project Locally Preferred Alternative.

POLICY

Approval of a Locally Preferred Alternative (LPA) is mandated by the Federal Transit Administration (FTA) for a project to be considered for federal funding through the Capital Investment Grants Program for Small Starts Projects.

BACKGROUND

Consideration of the Locally Preferred Alternative

The Milwaukee County Department of Transportation and Milwaukee County Transit System have determined a Locally Preferred Alternative (LPA) for the North-South Transit Enhancement Project bus rapid transit (BRT) route. The route would begin at IKEA in the City of Oak Creek and traverse approximately 18 miles to Bayshore Town Center (Port Washington Drive) in the City of Glendale.

The LPA was developed based on Feasibility Study recommendations and modifications during the environmental review and design phase. The study reviewed various route alternatives and stop locations to determine which route would provide the best service option to system users and activity centers, such as businesses, schools, health care facilities and recreational opportunities.

The Feasibility Study was conducted between November 2020 and January 2023 with the goal of providing sufficient analysis to determine a Locally Preferred Alternative (LPA) and provide estimated project development costs. Along with planning activities associated with the development of various alignment alternatives, the study team conducted public involvement meetings and met with various interested groups to gauge community interest and acceptance for the project.

Through the analysis conducted by the study team, input provided by the public, and refinements by MCTS, a determination of the LPA is depicted in Exhibit 1.

MCTS is coordinating with WisDOT and the various local governments along the route that have jurisdiction of the right of way to confirm the Project's runningway, station platform placement and other roadway modifications, as well as operational considerations for the BRT during construction and when it is operational. MCTS expects to develop intergovernmental agreements or memorandums of understanding with these entities during project development.

MCTS and the department will provide updated information to the Board of Supervisors as the project develops.

ALIGNMENT TO STRATEGIC PLAN

- 2A: Determine what, where, and how we deliver services to advance health equity.
- 2C: Apply a racial equity lens to all decisions.
- 3A: Invest "upstream" to address root causes of health disparities.
- 3B: Enhance the County's fiscal health and sustainability.
- 3C: Dismantle barriers to diverse and inclusive communities.

RECOMMENDATION

The department recommends approval of the Locally Preferred Alternative as defined in Exhibit 1.

FISCAL EFFECT

N/A

VIRTUAL MEETING INVITES

Donna Brown-Martin, Director, Department of Transportation,

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Denise Wandke, President and Managing Director, MCTS, dwandke@mcts.org

David Locher, Manager of Enhanced Transit, MCTS, dlocher@mcts.org

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PREPARED BY:

David Locher, MCTS, Manager of Enhanced Transit

APPROVED BY:



Donna Brown-Martin

Donna Brown-Martin, Director, Department of Transportation

ATTACHMENTS:

Resolution

Fiscal Note

Locally Preferred Alternative Report

PowerPoint

CC: Kelly Bablitch, Chief of Staff, County Board of Supervisors
Janelle M. Jensen, Legislative Services Division Manager, Office of the County Clerk