



## Study Update for Stakeholders

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September 2021



# RANGE OF ALTERNATIVES



BUS RAPID TRANSIT (BRT)

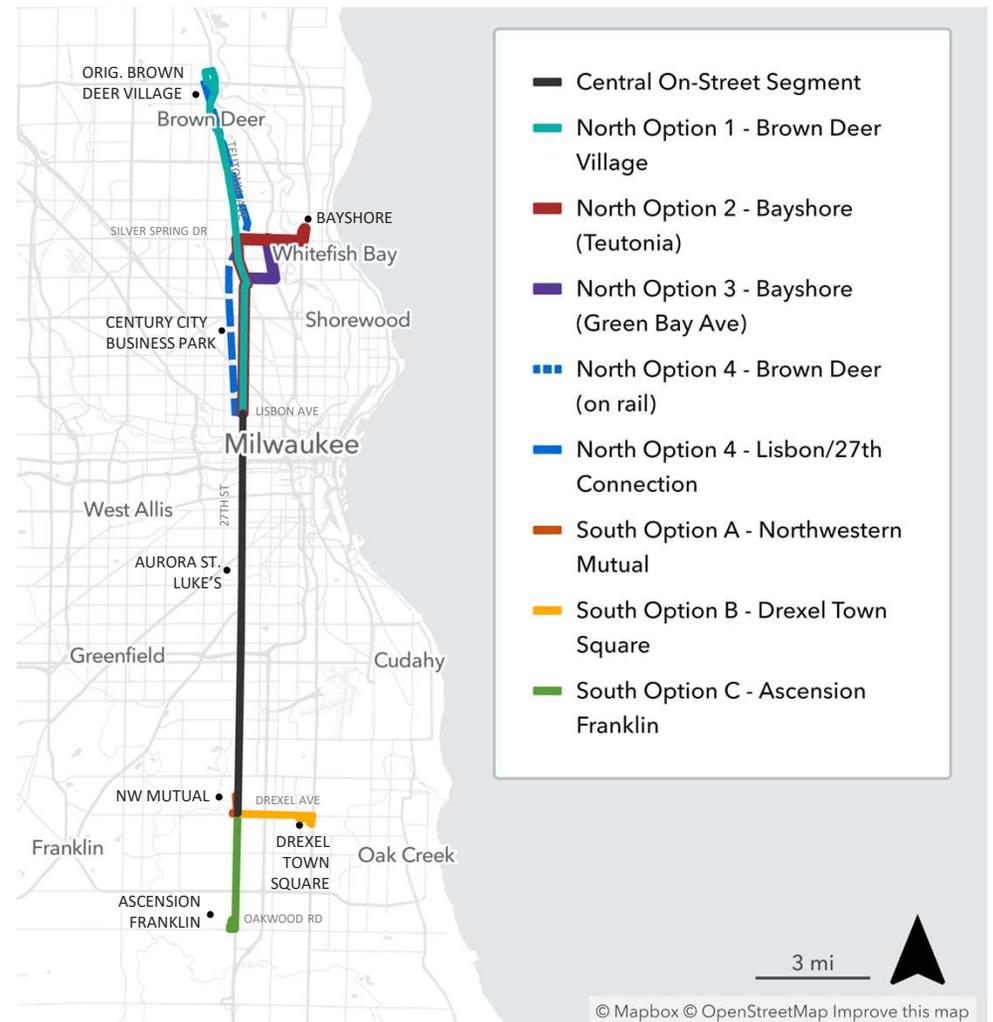


RAPID STREETCAR



LIGHT RAIL TRANSIT

## Milwaukee North-South Transit Enhancement Route Alternatives



# TRANSIT TYPES

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## Bus Rapid Transit (BRT)

- Bus runs on the roadway
- Route is in at least 50% dedicated lanes
- Station spacing approx. ½ mile
- Enhanced stations with level boarding and off-board ticketing



BRT in Grand Rapids, MI – Photo: HDR

## Rapid Streetcar

- Streetcar vehicle (or tram) runs on track in the roadway
- Route is at least 50% dedicated lanes
- Station spacing approx. ¼ to ½ mile
- Enhanced stations with level boarding and off-board ticketing



Tramway in Avignon, France

## Light Rail

- Light rail vehicle (single or multiple unit trains) runs on track in the roadway
- Route is entirely (or nearly entirely) in dedicated lanes
- Station spacing approx. ½ mile+
- Enhanced stations with level boarding and off-board ticketing



Light Rail in Phoenix, AZ – Photo: Valley Transit

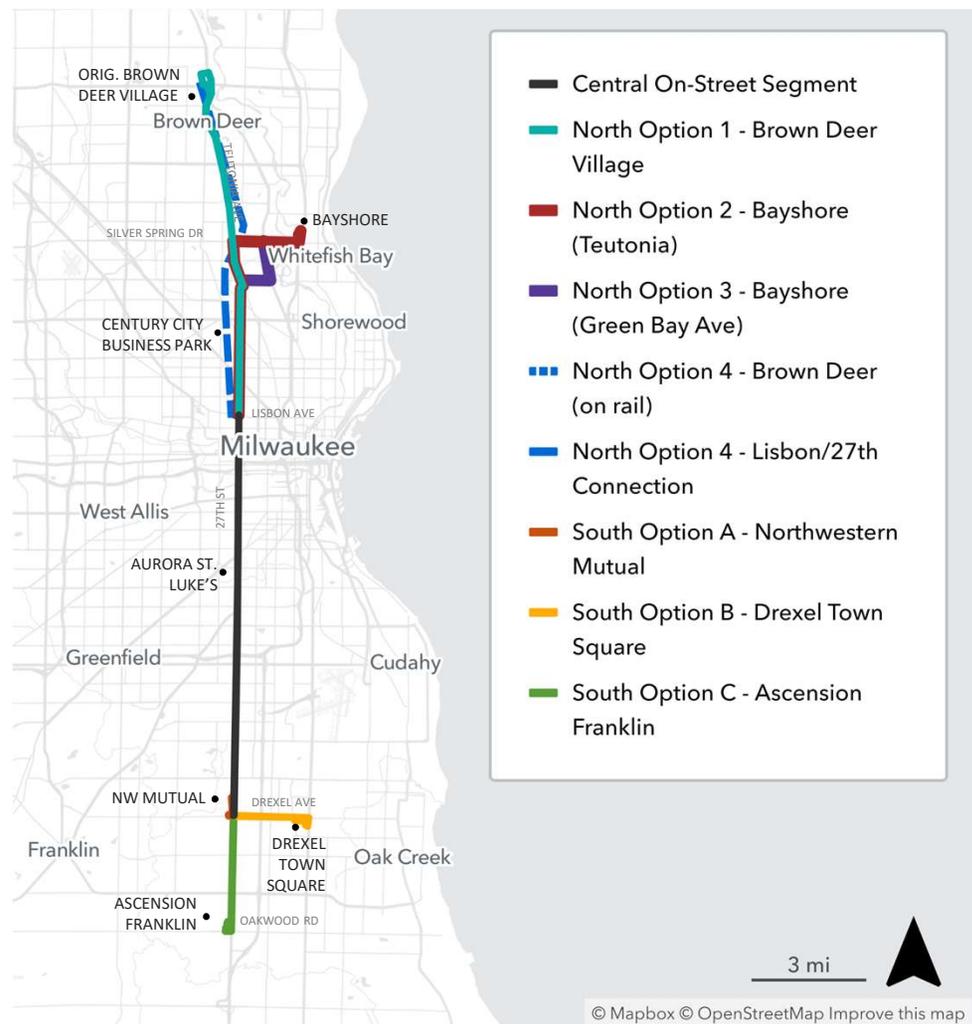


# RANGE OF ALTERNATIVES



BUS RAPID TRANSIT (BRT)

## Milwaukee North-South Transit Enhancement Route Alternatives



# POPULATION AND EMPLOYMENT ACCESSIBILITY WITHIN 0.5 MILES OF ROUTE ALTERNATIVES

<b>Transit Route Alignments</b>	<b>Length (miles)</b>	<b>Total Population</b>	<b>Population per Route-Mile</b>	<b>Total Employment</b>	<b>Employment per Route-Mile</b>
<b>North Option 1</b> <i>Brown Deer Village via Teutonia Avenue</i>	8.9	50,952	<b>5,725</b>	24,680	<b>2,773</b>
<b>North Option 2</b> <i>Bayshore via Teutonia Avenue, Silver Spring Drive and Port Washington Road</i>	6.5	44,277	<b>6,812</b>	19,739	<b>3,037</b>
<b>North Option 3</b> <i>Bayshore via Hampton Avenue, Green Bay Avenue, Silver Spring Drive, and Port Washington Road</i>	6.4	41,921	<b>6,550</b>	18,581	<b>2,903</b>
<b>North Option 4</b> <i>Original Brown Deer Village via 30th Street rail corridor (to Lisbon Avenue)</i>	9.0	51,116	<b>5,680</b>	27,241	<b>3,027</b>
<b>Central Segment</b> <i>27<sup>th</sup> Street from Drexel Avenue to Lisbon Avenue</i>	10.5	80,073	<b>7,626</b>	33,206	<b>3,162</b>
<b>South Option A</b> <i>Northwestern Mutual Franklin Campus</i>	-	-	-	-	-
<b>South Option B</b> <i>Drexel Town Square (via Drexel Avenue)</i>	2.2	4,008	<b>1,822</b>	4,121	<b>1,873</b>
<b>South Option C</b> <i>Ascension Franklin (via S. 27<sup>th</sup> Street)</i>	2.8	4,173	<b>1,490</b>	4,263	<b>1,523</b>

# ROUTE ALIGNMENT EVALUATION RESULTS

Transit Route Alignments	Segment Characteristics	Congestion	Accessibility	Environmental Impacts	Consistency with Corridor Character	Final Evaluation
<b>North Option 1</b> <i>Brown Deer Village via Teutonia Avenue</i>	●	●	●	●	●	PASS <sup>a</sup>
<b>North Option 2</b> <i>Bayshore via Teutonia Avenue, Silver Spring Drive and Port Washington Road</i>	●	●	●	●	●	PASS
<b>North Option 3</b> <i>Bayshore via Hampton Avenue, Green Bay Avenue, Silver Spring Drive, and Port Washington Road</i>	●	●	●	●	●	FAIL
<b>North Option 4</b> <i>Original Brown Deer Village via 30th Street rail corridor (to Lisbon Avenue)</i>	●	●	●	●	●	FAIL
<b>Central Segment</b> <i>27<sup>th</sup> Street from Drexel Avenue to Lisbon Avenue</i>	●	●	●	●	●	PASS
<b>South Option A</b> <i>Northwestern Mutual Franklin Campus</i>	●	●	●	●	●	PASS
<b>South Option B</b> <i>Drexel Town Square (via Drexel Avenue)</i>	●	●	●	●	●	PASS
<b>South Option C</b> <i>Ascension Franklin (via S. 27<sup>th</sup> Street)</i>	●	●	●	●	●	PASS <sup>a</sup>

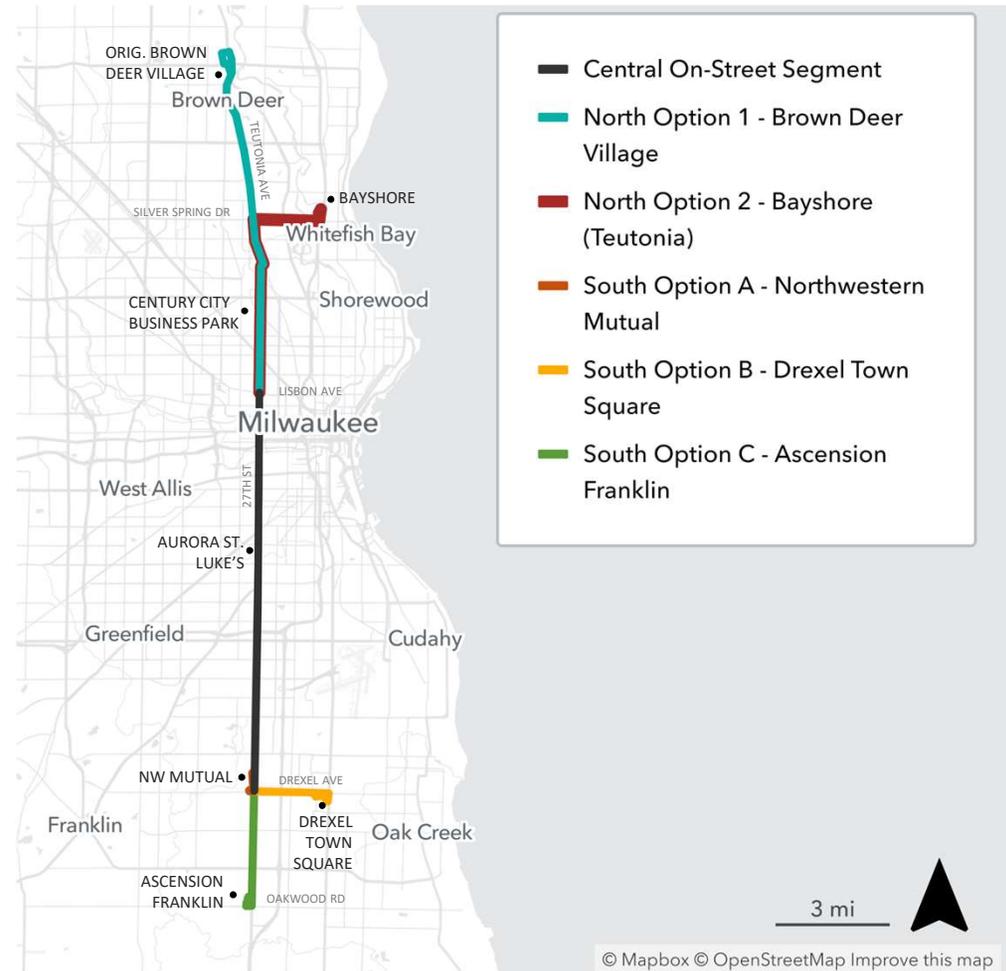
<sup>a</sup> North Option 1 and South Option C will be further evaluated as part of an open BRT model that would be paired with North Option 2 and South Option B, respectively.

# REMAINING RANGE OF ALTERNATIVES

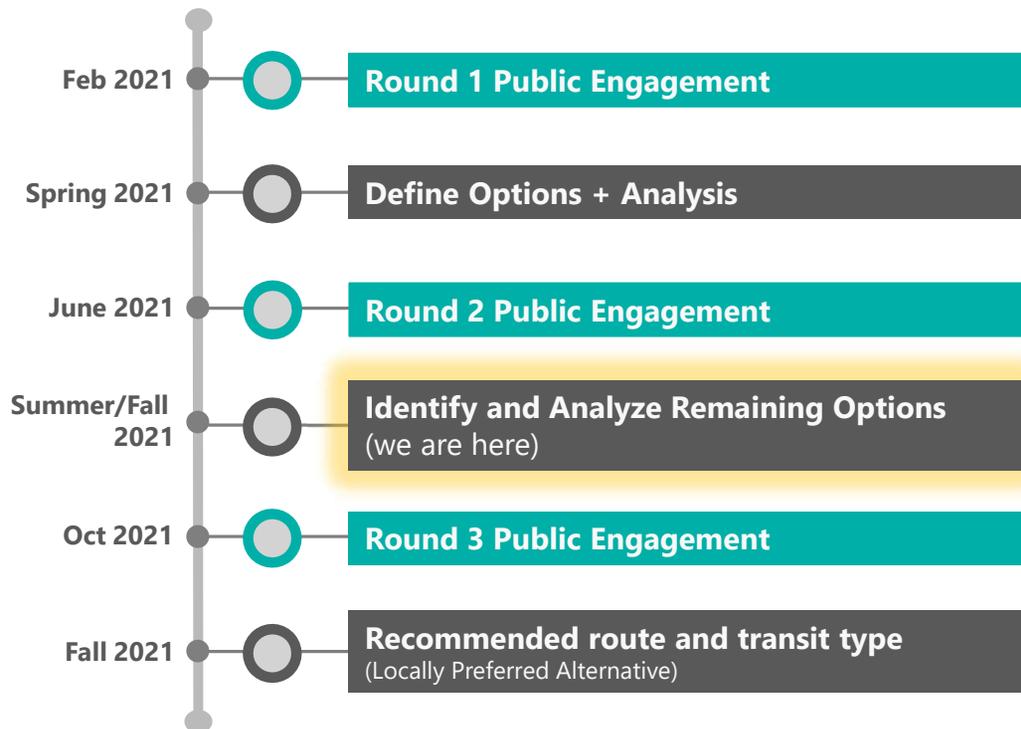


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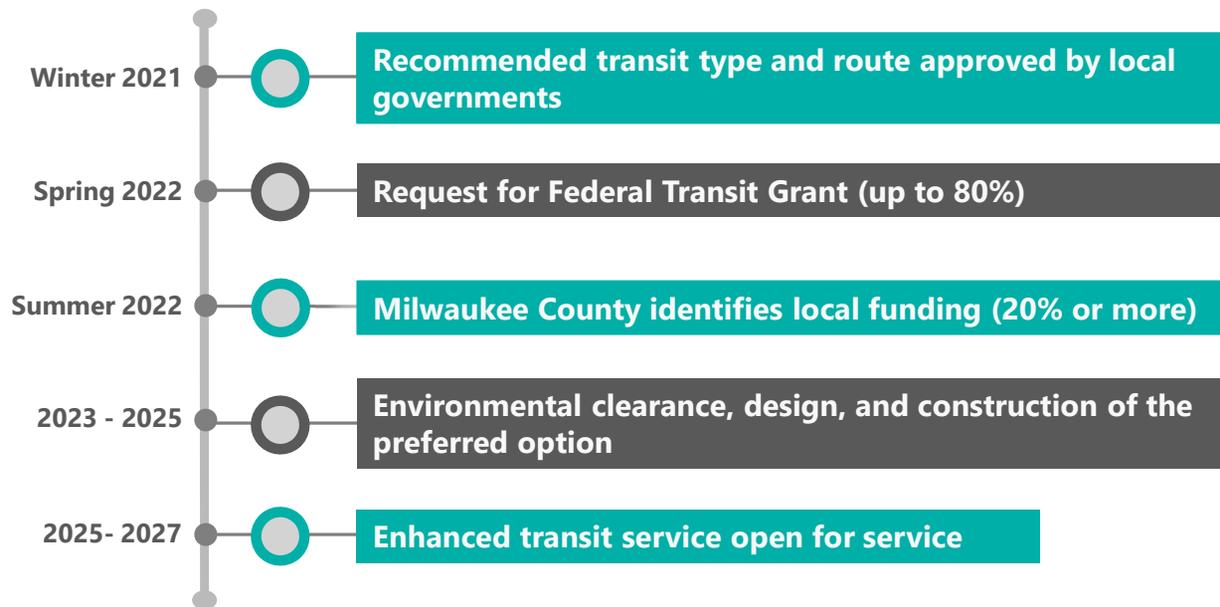
## Milwaukee North-South Transit Enhancement Route Alternatives



# NEXT STEPS FOR THIS STUDY



# AFTER THE STUDY: NEXT STEPS



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