

Jensen, Janelle

From: Dan Boehm <DBoehm@mcts.org>
Sent: Thursday, October 11, 2018 7:59 AM
To: Jensen, Janelle
Cc: Brown-Martin, Donna
Subject: FW: MCTS follow-up on BRT Questions
Attachments: eastwestbrt_september2018_8_proposed_brt_route.pdf; 20181010141422568.pdf

Janelle;

In response to item 12 on page 9 of the F&A Budget minutes. . . I followed up with Supervisor Cullen yesterday. Please let me know if I should be sending this to any one else on the committee. Thank you.

-db

Daniel A. Boehm

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From: Dan Boehm
Sent: Wednesday, October 10, 2018 2:26 PM
To: 'eddie.cullen@milwaukeecountywi.gov' <eddie.cullen@milwaukeecountywi.gov>
Cc: Brown-Martin, Donna <Donna.BrownMartin@milwaukeecountywi.gov>; Julie.Esch@milwaukeecountywi.gov; Dan Basile <dbasile@mcts.org>; 'Rodgers, John' <John.Rodgers@milwaukeecountywi.gov>; Brittany Bertsch <BBertsch@mcts.org>
Subject: MCTS follow-up on BRT Questions

Supervisor Cullen;

I have attached a map to this email that shows the general locations of the BRT stops/stations. I recall that you have a special interest in stop locations west of Hawley Road.

I have also attached an excerpt from the Environmental Assessment that addresses the topic of 'parking space losses.' There are over 2,700 parking spaces between Hawley Road and 95th Street on Bluemound Road. It is projected that 11 of these stops could potentially be removed/impacted by BRT. The full Environmental Assessment (EA) can be viewed on the project website

here: http://www.eastwestbrt.com/assets/eastwestbrt_2018_environmental_assessment.pdf

Now that the Environmental Assessment is completed, and a Finding of No Significant Impact (FONSI) is anticipated from the FTA in the next month or two, project engineers are refining the design for station amenities and locations. If you'd like to meet with BRT project staff to discuss this topic further, please let me know. There has never been a BRT project in Milwaukee County, or even the state of Wisconsin for that matter; therefore, we want to be sure to be available to you and your constituents to discuss the benefits of BRT along with the potential to mitigate any concerns. Thank you.

-db

Daniel A. Boehm

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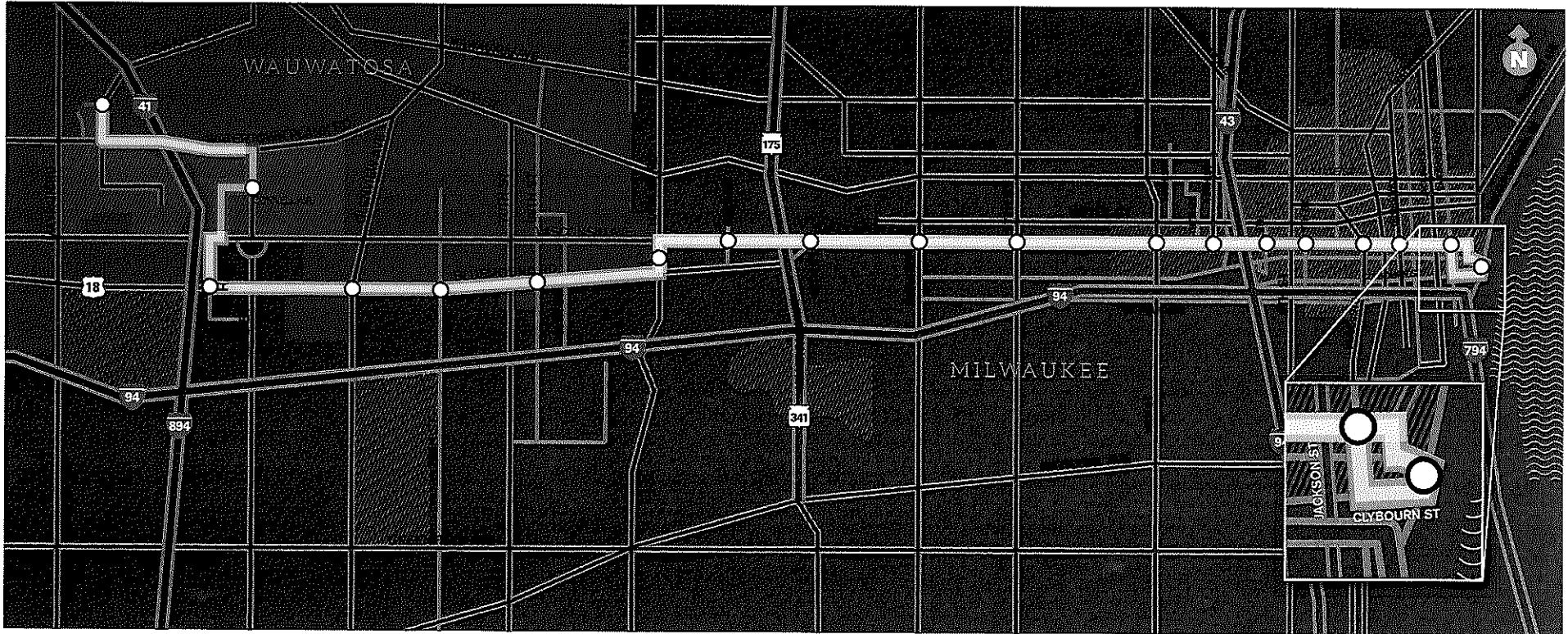
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PROPOSED EAST-WEST BRT ROUTE





LEGEND


 Proposed alignment

 Proposed stations

ALIGNMENT
TYPES

 Curb running
Dedicated transit lane in parking lane
next to curb

 Right travel lane
Dedicated transit lane in right lane
next to parking lane

 Mixed traffic
Transit vehicle shares lane with other
vehicles

The City of Wauwatosa has two improvements proposed for the study area, neither of which would experience impacts from the BRT. Refer to Figure 3-3 for a map of noted bike and pedestrian conditions including missing sections of sidewalk. The proposed improvements in Wauwatosa include:

- On-road bike lanes are proposed for Bluemound Road from 95th Street to Honey Creek Parkway
- Off-road paths/trails are proposed in the Watertown Plank Road area

3.1.4 Parking

Parking facilities that could be affected by the East-West BRT project are identified in this section.

3.1.4.1 NO-BUILD ALTERNATIVE

Existing parking locations were determined (as of August 1, 2017) using field videos of the proposed BRT routes, supplemented with Google Street View. Spaces tallied included on-street parking along and within one block of the alignment. The data was divided into eight segments based primarily on physical neighborhood break points (Major cross streets and neighborhood boundaries). Refer to Table 3-2 for a summary of the parking spaces along the project segments (note private parking lots were not included in this analysis). Refer to Figure 3-4 for parking information on a map and Appendix D for full details of the type and style of parking that exists along the route and within a block of the route.

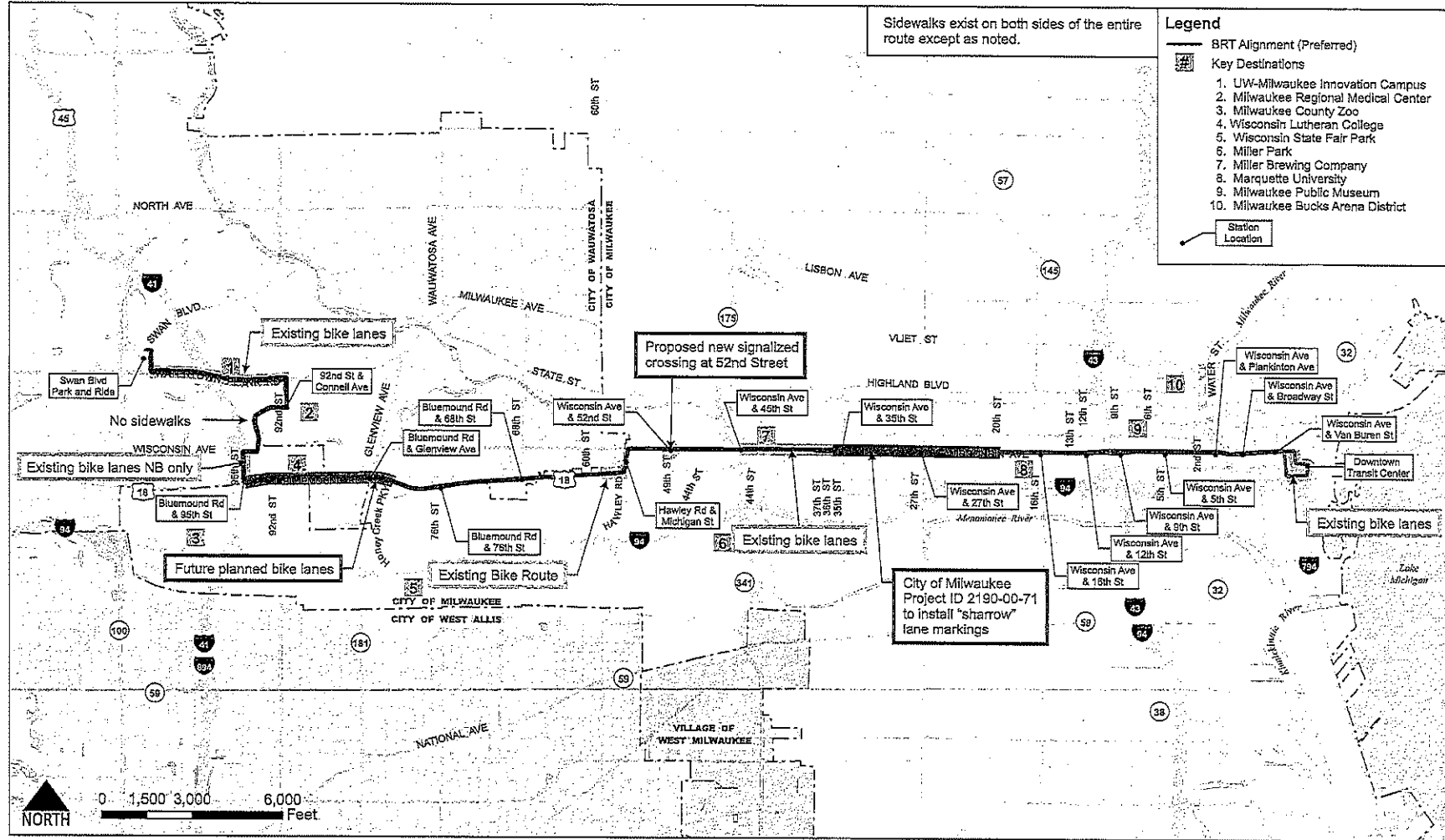
Table 3-2: Existing Parking

Segment	Total Spaces
1. Swan Boulevard Park and Ride to Watertown Plank Road and 92nd Street	9
2. Watertown Plank Road and 92nd Street to 95 th Street and Bluemound Road	266
3. 95 th Street and Bluemound Road to Bluemound Road and Honey Creek Parkway	934
4. Bluemound Road and Honey Creek Parkway to Bluemound Road and Hawley Road	1,814
5. Bluemound Road and Hawley Road to Wisconsin Avenue and 35th Street	856
6. Wisconsin Avenue and 35th Street to Wisconsin Avenue and 19th Street	1,092
7. Wisconsin Avenue and 19th Street to Wisconsin Avenue and 11 th Street	269
8. Wisconsin Avenue and 11 th Street to Downtown Transit Center	818
TOTAL	6,058

There are 1,360 on-street parking spaces specifically along the alignment. Of these, 242 are metered. There are 4,698 on-street parking spaces within one block of the proposed alignment. Of these, 726 are metered. In total, there are 6,058 on-street parking spaces along the alignment and within one block of the proposed alignment, including 968 metered and 5,090 non-metered spaces. Appendix D includes tables with more detailed breakdown of the parking analysis.

The No-Build alternative would have no impact on the existing available parking.

Figure 3-3: Bike and Pedestrian Map



3.1.4.2 BUILD ALTERNATIVE

A detailed description of the methodology for determining the number of parking stalls that would be removed, as well as figures, is included in Appendix D. Data collection included analysis of aerial photography and review of the MCTS East-West BRT On Street Parking Impacts completed in 2016. Parking analysis involved reviewing the parking impacts by quantifying and comparing the on-street parking spaces along and within one block of the alignment to the potential removal of parking due to preferred alignment and station locations with existing on-street parking count.

Table 3-3 lists the number of parking stalls that would be removed and the percent reduction of spaces along and within one block of the alignment. Parking impacts may include removal of existing on-street parking or parking within public right-of-way due to the proposed roadway improvements and location of BRT stations.

The Build alternative would result in a loss of 119 spaces, out of 6,058 totals throughout the corridor. This represents less than a two percent reduction in overall parking along the corridor due to the Build alternative.

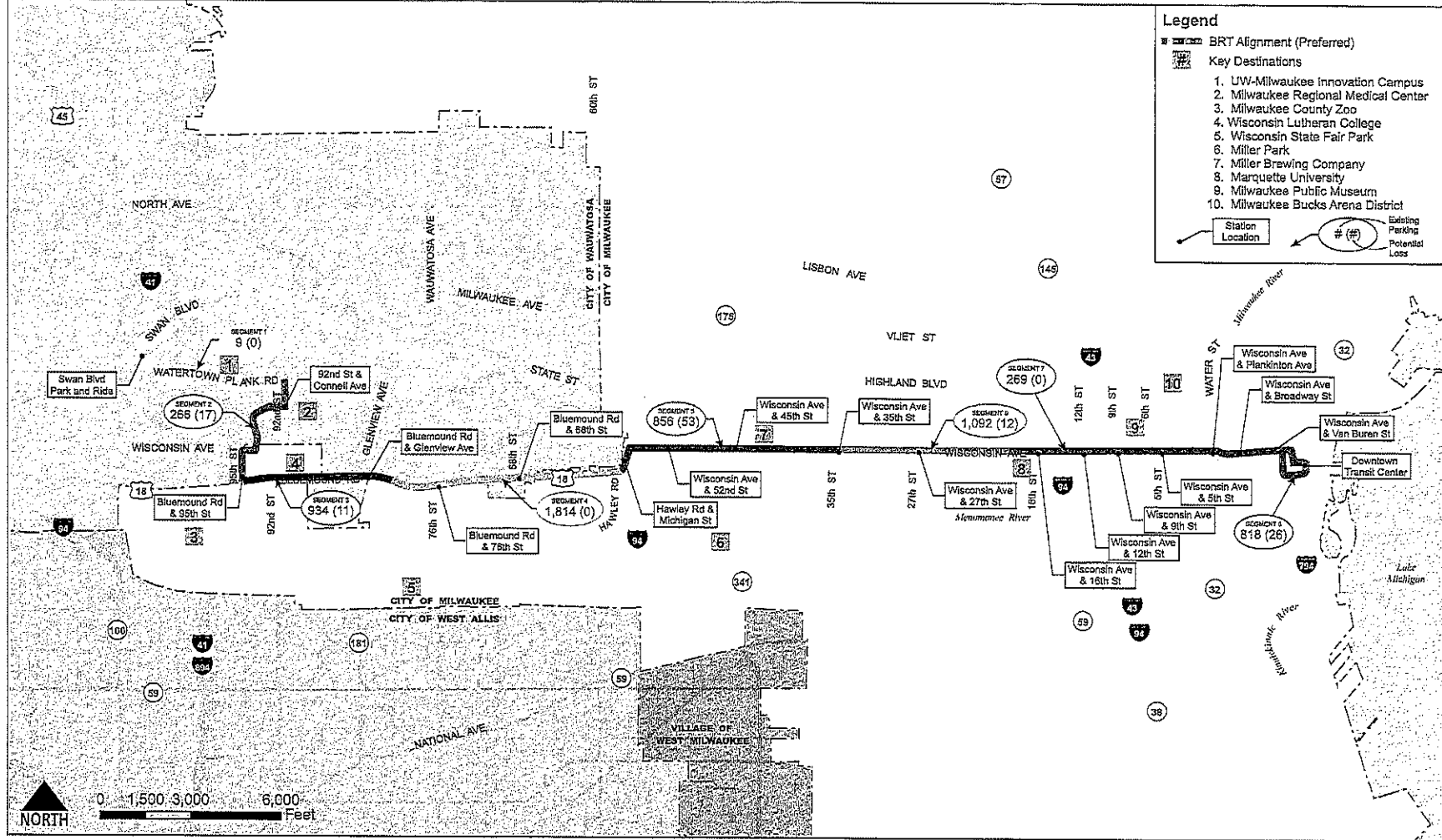
The primary removal of parking is for station construction, which would remove about 109 spots. Other parking removals include two spaces removed due to turning movement at 95th Street and eight spaces removed due to dedicated transit lanes on Hawley Road.

Approximate revenue loss was calculated based on the loss of metered spaces. The approximate average annual revenue per parking meter in the Milwaukee is \$800 per the 2015 City of Milwaukee Comprehensive Annual Financial Report. The Build alternative removes 26 metered spots which results in a potential parking fee loss of \$20,800 annually.

Table 3-3: Potential Parking Loss

Segment	Potential Loss	Overall Reduction Total
1. Swan Boulevard Park and Ride to Watertown Plank Road and 92nd Street	0	0%
2. Watertown Plank Road and 92nd Street to 95 th Street and Bluemound Road	17	6.4%
3. 95 th Street and Bluemound Road to Bluemound Road and Honey Creek Parkway	11	1.2%
4. Bluemound Road and Honey Creek Parkway to Bluemound Road and Hawley Road	0	0%
5. Bluemound Road and Hawley Road to Wisconsin Avenue and 35th Street	53	6.2%
6. Wisconsin Avenue and 35th Street to Wisconsin Avenue and 19th Street	12	1.1%
7. Wisconsin Avenue and 19th Street to Wisconsin Avenue and 11 th Street	0	0%
8. Wisconsin Avenue and 11 th Street to Downtown Transit Center	26 (metered)	3.2%
TOTAL	119	2%

Figure 3-4: Parking Map



3.2 Avoidance, Minimization, and Mitigation Measures

3.2.1 No-Build Alternative

Negative effects to transportation facilities, such as transit, traffic, pedestrian and bicycle, and parking, are detailed in Section 3.1. Although there are some transit and vehicular traffic affects associated with the No-Build alternative (intersection LOS degrades, transit travel time degrades), there are no mitigation measures associated with the No-Build alternative.

3.2.2 Build Alternative

Negative effects to transit facilities are not anticipated; therefore, mitigation measures are not required.

Final designers will investigate signal optimization techniques for those intersections that are estimated to operate at LOS E or F. Those intersections are noted with LOS values in bold red text in Table 3-1. These designers have been in close coordination with the City of Milwaukee and the WisDOT to investigate these optimization techniques, and they will continue to coordinate with them during final design of the Build alternative. Refer to Appendix C Operational Analysis for a narrative that describes the coordination that occurred between the project team and the local governments with jurisdiction over the roadways along the route. Signal timing and phasing improvements will be further explored during final design. These agencies will also likely conduct post-construction review and determine further operational refinements after the system is in place. It is possible not all poor LOS will be able to be mitigated to desirable LOS.

Negative effects to pedestrian and bicycle facilities are not anticipated; therefore, mitigation measures are not required.

Minor negative effects to parking availability is anticipated. The overall parking removal is anticipated to be less than four percent of the total parking (about 119 spaces, out of 6,058 total). Final designers will work with the City of Milwaukee and local business owners to determine if mitigation measures are necessary. Mitigation could involve shifting the begin and end points of exclusive lane sections slightly to reduce parking impacts. There may also be parking restrictions on adjacent side roads that are able to be eliminated. These investigations would occur during final design of the Build alternative.