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**EAST  
WEST BRT**  
a feasibility study

MILWAUKEE COUNTY EAST-WEST BUS RAPID TRANSIT

# Public Engagement Summary

REVISION 0

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DATE July 7, 2016



**Prepared for:**

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# 1. PUBLIC ENGAGEMENT PLAN AND STRATEGIES

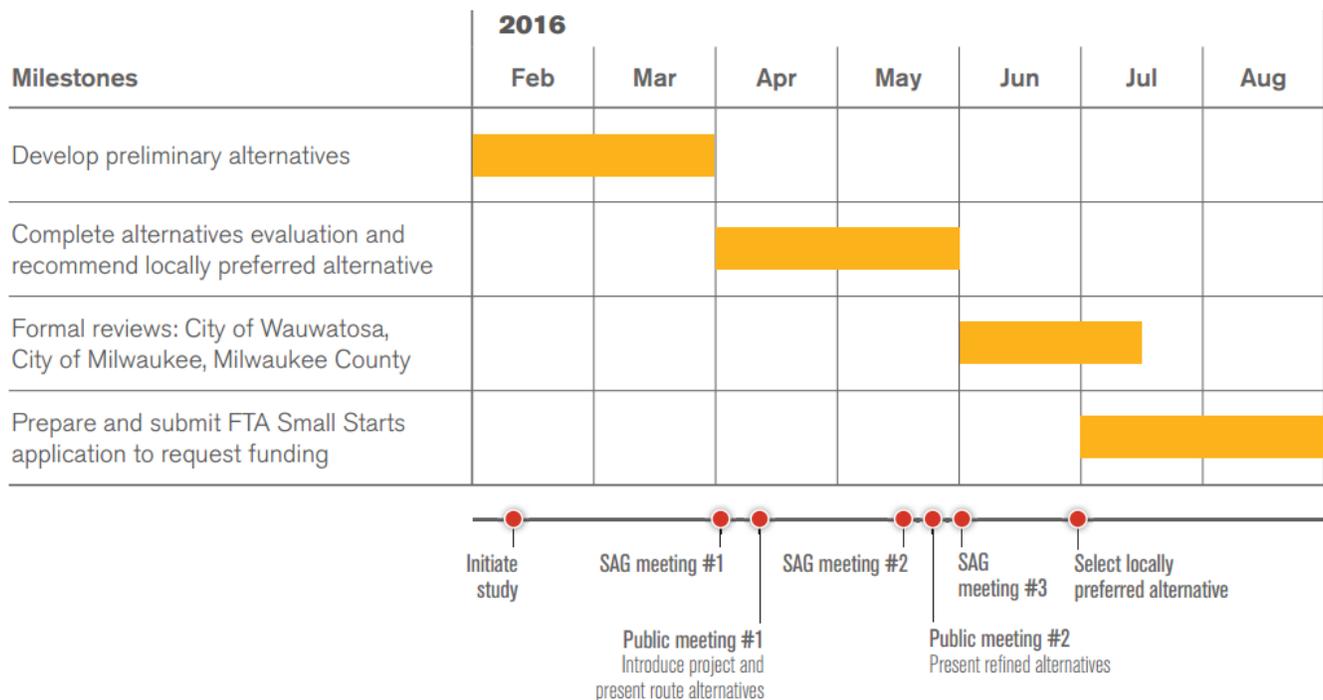
Milwaukee County created a public engagement approach to directly engage key stakeholders (community organizations, residents, employers, transportation agencies, elected officials and others) in the East-West Bus Rapid Transit (BRT) Feasibility Study and ensure that the broader regional public was informed and involved.

The public engagement approach used the strategies listed below. Each strategy is discussed in more detail in this report.

- Stakeholder Advisory Group – Milwaukee County established the SAG representing local municipalities, interest groups and employers. The role of the SAG was to review and comment on the study and be a liaison between their constituents and the study team. The SAG reviewed and commented on materials presented at public meetings, as well as the study recommendations.
- Stakeholder coordination and meetings – The County identified groups and key individuals with an interest in transit, the corridor, jobs, the economy and the outcome of the study to provide study information and seek input into the study process. These groups included stakeholders representing Title VI groups, including minority, low-income, disabled and elderly populations. The County study team also sent out information, such as public meeting announcements, to stakeholder groups to forward to their constituents to get the word out about the BRT project. Stakeholder coordination also included outreach to local elected officials.
- Public information meetings – Public meetings occurred at key study milestones to present progress, outcomes and decisions, and to seek public input on next steps in the study process.
- Study website – Milwaukee County maintains the study website: [eastwestbrt.com](http://eastwestbrt.com), where the public can view study information and provide comments online. Comments received online are logged and the study team follows up with responses.
- Media outreach – Milwaukee County coordinated with the media and shared information about the study technical work as well as the public information meetings.

The following schedule identifies public outreach activities in relation to the study process and schedule, leading to a Locally Preferred Alternative for the Federal Transit Administration (FTA) Small Starts funding application.

**Figure 1-1: East-West Bus Rapid Transit Feasibility Study Schedule and Public Engagement**



Source: [http://www.eastwestbrt.com/assets/may\\_e-w\\_brt\\_online\\_pim\\_displays.pdf](http://www.eastwestbrt.com/assets/may_e-w_brt_online_pim_displays.pdf)

## 2. STAKEHOLDER ADVISORY GROUP

The Stakeholder Advisory Group met three times during the study to review study progress and provide comments and policy guidance. The meetings were conducted at decision milestones, which includes providing input prior to and after public involvement meetings. The study team prepared study handouts and presentation materials for advisory meetings to clearly convey work progress and needed decisions to advance the study. The Stakeholder Advisory Group met April 1, May 13, and May 31, to preview study materials before they were presented to the general public and reflect on and consider input garnered from these important outreach meetings.

### 2.1 Role and Responsibilities

The SAG provided study direction regarding alternatives development and evaluation. The SAG also served as conduits of information back to their respective constituency and provide input to the study team, based on what they are hearing from their constituencies.

### 2.2 Members

The Stakeholder Advisory Group includes representatives invited from:

- Milwaukee County
- Milwaukee County Transit System
- Wisconsin Department of Transportation
- Southeast Wisconsin Regional Planning Commission
- City of Milwaukee
- City of Wauwatosa
- Milwaukee Regional Medical Center
- Milwaukee Downtown Business Improvement District (BID 21)
- Marquette University
- MetroGO!
- American Civil Liberties Union
- Wisconsin Urban and Rural Transit Association
- Amalgamated Transit Union Local 998

### 3. THIRD-PARTY OUTREACH

The study engaged local stakeholders (third-party groups) and their established communication networks to notify people about study meetings and distribute study information. This cooperation helped generate interest in the study and keep the public and stakeholders informed about study activities. The third-party groups helped support Title VI goals by maximizing outreach to minority, low-income, and disabled and elderly groups through connections with local organizations and advocacy groups.

The study team emailed third party partners and connected them to the study website so they could transmit information to their already established e-newsletter, website, blog, and Facebook and Twitter networks. The use of third parties substantially expanded the number of people reached and generated feedback on the study's website.

Milwaukee County has a substantial social media presence with over 4,000 followers on Twitter and Facebook. To efficiently utilize existing resources, the study team provided basic study information at key milestones for Milwaukee County Transit System (MCTS) and others to post on social media to direct the public to the study website.

Milwaukee County and the study team compiled a list of groups and key individuals with an interest in transit, the corridor, jobs, economy and the outcome of the study. The study team requested that these individuals and groups use their existing communication networks to convey messages about study milestones and opportunities for input into the study. This stakeholder list included:

- Over 60 elected officials from the City of Milwaukee, City of Wauwatosa, Milwaukee County, the State of Wisconsin, and others.
- Representatives from local government entities such as MCTS, Milwaukee Metropolitan Sewerage District (MMSD), Southeastern Wisconsin Regional Planning Commission (SEWRPC), Wisconsin Department of Transportation (WisDOT), and various city and county departments.
- 34 neighborhood associations along or near the study route.
- 12 Business Improvement Districts, such as Milwaukee Downtown BID #21 and the Avenues West Association BID #10.

- Local schools and universities such as Marquette University, the University of Wisconsin Milwaukee, Wisconsin Lutheran College and Wauwatosa School District.
- Nearly 150 organizations of various types, such as the National Association for the Advancement of Colored People-Milwaukee Chapter, Milwaukee Regional Medical Center, Wauwatosa Chamber of Commerce, Independence First, Hmong-American Friendship Association, Milwaukee Inner City Congregations Allied for Hope, Johnson Controls, and the Milwaukee Area Workforce Investment Board.
- Over 70 individual citizens who expressed interest in the study.

The County has also made numerous presentations to stakeholder groups throughout the corridor.

## 4. TITLE VI GROUPS

The study team implemented and documented activities to reach and include minorities, low-income groups, elderly, people with limited English proficiency and people with disabilities.

### 4.1 Identification Process

The study team collected available databases from Milwaukee County, the City of Milwaukee, and the Wisconsin Department of Transportation. The Southeastern Wisconsin Regional Planning Commission provided its list of low-income and minority groups. The study team further supplemented the contact list through its third party outreach noted in Section 3.

### 4.2 Log of Contacts

The study team contacted the following groups to establish early coordination and determine the need for additional meetings. The study team contacted the groups by email and/or phone calls to notify them of upcoming public meetings, or provide briefings on the study (see Section 5). Those groups included:

- Neighborhood Leadership Institute
- Milwaukee Urban League
- NAACP-Milwaukee Chapter
- Independence First
- Hmong-American Friendship
- African American Chamber of Commerce
- Hispanic Chamber of Commerce
- Avenues West
- Black Health Coalition
- Milwaukee Inner-City Congregations Allied for Hope
- 30<sup>th</sup> Street Industrial Corridor Corp.
- Westtown Association
- East Town Association
- Downtown Security Network
- Milwaukee United Greater Downtown Action Agenda
- Washington Park Neighborhood Association
- Merrill Park Neighborhood
- Martin Drive Neighborhood Association
- Riverwest Neighborhood Association

## 5. STAKEHOLDER MEETINGS

In addition to the Stakeholder Advisory Group and briefings for local officials, the study team conducted numerous individual and group meetings with key stakeholders to focus on issues of specific concern. These stakeholders included representatives from neighborhood and community associations, business improvement districts, and transit-focused organizations. These meetings were effective tools to share study information and resolve important issues.

- MetroGO!  
(March 15, March 31, May 16, June 8)
- Jennings Park Neighborhood Association (March 16)
- Milwaukee Regional Medical Center staff (April 8)
- BRT Community Design Forum (April 11)
- Neighborhood Leadership Institute (April 12)
- Wauwatosa Neighbors (April 19)
- West Side Partners (April 27)
- Milwaukee Inner-City Congregations Allied for Hope (May 9)
- East Town Business Improvement District (May 10 and July 14)
- Village of Wauwatosa Business Improvement District (May 12)
- Wisconsin Lutheran College (May 13)
- Menomonee Valley Partners Board (May 18)
- Marquette University (May 18)
- Greater Milwaukee Committee (May 19)
- Milwaukee United Greater Downtown Action Agenda (May 20)
- Immersion meeting (May 23)
- Story Hill Neighborhood Association (May 23)
- Commercial Association of Realtors (June 1)
- Wisconsin Avenue Milwaukee Development Corp. (June 2)
- Wisconsin Department of Transportation (June 8)
- Southeastern Wisconsin Regional Planning Commission (June 8)
- Bluemound Heights Neighborhood (June 13)

## 6. LOCAL OFFICIALS MEETINGS

The study team met with local officials throughout the study process. Meetings with local officials from the City of Milwaukee, the City of Wauwatosa, and Milwaukee County were vital for sharing information, receiving feedback from constituents through their elected representatives, and completing the approval process.

### 6.1 Approval Process

Formal reviews of the Locally Preferred Alternative from the primary government entities involved are ongoing.

#### 6.1.1 City of Milwaukee

For the City of Milwaukee, the Locally Preferred Alternative is expected to be reviewed first by the Public Works Committee or other standing committee prior to going to the Common Council in July 2016.

#### 6.1.2 City of Wauwatosa

For the City of Wauwatosa, the Locally Preferred Alternative was considered by the Transportation Affairs Committee on June 14 and passed by a 7-1 vote. The Common Council then voted on approving the Locally Preferred Alternative on June 21<sup>st</sup>.

#### 6.1.3 Milwaukee County

For Milwaukee County, the Locally Preferred Alternative is expected to be reviewed by the Transportation Committee and the County Board in July 2016.

## 6.2 Individual Meetings

The study team offered individual briefings to all local officials in the cities of Milwaukee, Wauwatosa and Milwaukee County governments. The team presented basic study information about BRT service, costs, benefits, and impacts, followed by time to address any questions or concerns.

### 6.2.1 City of Milwaukee

Individual meetings in the City of Milwaukee included both department staff and alderpeople.

- Department of Public Works and City Development staff (May 4)
- Alderman Robert Bauman (May 17)
- Alderman Michael J. Murphy (May 17)
- City Staff (June 7)
- Alderman Jim Bohl (June 9)
- Alderman Nik Kovac (June 9)
- Milwaukee Common Council President Ashanti Hamilton (June 14)

### 6.2.2 City of Wauwatosa

Individual meetings in the City of Wauwatosa included department staff and alderpeople.

- City staff (May 9)
- Alderwoman Kelly Rifelj (May 25)
- Development Department Director Paulette Enders; City Administrator Jim Archambo; and Mayor Kathy Ehley (June 6)
- Alderman Dennis McBride (June 6)
- Alderman James Moldenhauer (June 6)
- Alderman Jason Kofroth (June 7)
- Alderwoman Cheryl Berdan (June 7)

### **6.2.3 Milwaukee County**

Individual meetings in Milwaukee County included both committees and County Board Supervisors.

- County and City of Milwaukee staff (April 26)
- County Executive – Special Regional Transit Leadership Council (April 28)
- Transportation Committee (May 11)
- County Board Supervisor Sheldon Wasserman (June 7)
- County Board Supervisor Jim Luigi Schmitt (June 7)
- County Board Supervisor Peggy West (June 9)
- County Board Supervisor Steve Taylor (June 10)
- County Board Supervisor Jason Haas (June 13)
- County Board Supervisor Dan Sebring (June 14)
- County Board Supervisor Eddie Cullen (June 14)
- County Board Supervisor Anthony Staskunas (June 14)

## 7. PUBLIC INFORMATION MEETINGS

Two rounds of public information meetings (PIMs) provided information at key study milestones. The study team held meetings at different locations so focused discussions could be held in downtown, in the center of the study area, and at the west end of the corridor. The meeting sites were accessible via MCTS bus routes. As needed, interpreters were provided. The meeting content, along with opportunity to submit comments, was also available online for public review.

The first round of PIMs was in mid-April 2016, at the study kick-off; and the second round in May 2016 near study completion. The public meetings promoted the use of online information so interested stakeholders including residents, businesses, major institutions, agencies, elected officials, and others could stay connected and informed about study progress.

Appendix A: and Appendix B: provide public meeting sign-in sheets and written comments.

### 7.1 Public Information Meeting No. 1 – April 2016

Milwaukee County conducted two public meetings in April 2016, one in downtown Milwaukee at O'Donnell Park (April 12) and one in Wauwatosa at the Zoofari Conference Center (April 14). These public meetings were the first public opportunity to learn about the East-West Feasibility Study, the study purpose and need, bus rapid transit characteristics and alternative routes under consideration.

#### 7.1.1 Meeting Notification

Milwaukee County announced both meetings via notifications to various media outlets, a dedicated study website and via email to over 500 people including elected officials, neighborhood groups, and other organizations. Media coverage before and after the meetings included four local television news stations, public radio, and online media. Media mentions included the *Milwaukee Journal-Sentinel*, the *Bay View Compass*, WUWM, the *Milwaukee Business Journal*, WTMJ, WTMJ-TV, *Wauwatosa NOW*, *Urban Milwaukee*, the *Shepherd Express*, the *BizTimes*, WISN, and CBS58. Additionally, the Southeastern Wisconsin Regional Planning Commission shared information about the public meetings, as

did the Wauwatosa Neighborhood Council, the City of Milwaukee Department of City Development, and others. Additionally, the study team contacted individual organizations representing local neighborhoods, minority groups, disability groups and business districts. These groups included:

- Milwaukee Urban League
- NAACP-Milwaukee Chapter
- Independence First
- Hmong American Friendship
- African American Chamber of Commerce
- Hispanic Chamber of Commerce
- Westown Association
- Downtown BID #21
- East Town Association
- Avenues West
- Story Hill Neighborhood Association
- Menomonee Valley Partners BID number 26
- Historic Third Ward BID Number 2
- Downtown Security Network
- Martin Drive Neighborhood Association/Near Westside Partners
- Wauwatosa Neighborhood Association Council
- Outreach at Avenues West

### **7.1.2 Meeting Format and Attendance**

The open-house format included informational boards with staff available to discuss the study with meeting attendees and answer questions. Maps of the study alignments were available for attendees to provide comments specific to the route alternatives, which were shared with the technical team to refine alternatives. In addition, study staff gave a presentation about the study during each of the meetings. The study team also provided a handout summarizing the purpose of the study, BRT characteristics and study timeline. Comment forms were available for attendees to provide comments on the study.

Sign-in sheets showed 230 people attended the two meetings: 84 at the downtown Milwaukee meeting and 155 at the Zoofari Conference Center.

### **7.1.3 Written Comments**

A total of 78 written comment forms were submitted at the two April public meetings: 24 at the first meeting, and 54 at the second meeting.

#### **7.1.3.1 Tuesday, April 12, 2016**

Of 24 total written comments, 15 were positive toward the proposed BRT plan, five were neutral, and four were against it.

Eight of the comments expressed the need for full BRT with features including dedicated lanes, traffic signal priority, and other amenities. Seven comments wanted existing local bus service to be maintained or improved, some in conjunction with BRT and some instead of a new BRT system. In particular, three of the four comments that appeared opposed to BRT noted that the improvements and time savings were not worth the costs and that money that should be spent maintaining or improving existing local bus service. The fourth was concerned that a BRT line would be a disaster for the neighborhood.

Six commenters thought that the proposed BRT line needed to provide access to additional areas, such as more buildings in the Milwaukee Regional Medical Center so that the elderly and infirm would not have to walk far to reach the BRT station. Others mentioned the need for service to the Milwaukee Intermodal Station, Summerfest, Brookfield Square for Waukesha Metro Transit, and connections to neighborhoods north and south of the route. Two commenters specifically supported stations at 27<sup>th</sup> and 35<sup>th</sup> streets.

Some participants were for or against particular potential route alternatives. The Wisconsin Avenue route received two positive comments. Another two were positive about the State Street route, while one thought it was too remote. The Bluemound Road route received two supporting comments because of its space and commercial character, but one person thought it would be a negative for the neighborhood along the route.

Four commenters thought the public meetings needed more input from local community groups and actual transit users. Other questions raised include why Milwaukee County has no regional transit authority, or how the project would reduce traffic congestion despite taking two lanes of traffic. Two commenters specifically wanted all construction labor for the project to go to local workers.

### **7.1.3.2 Thursday, April 14, 2016**

Of 54 total written comments, 19 supported BRT, 11 were neutral, and 24 were against it.

The most common theme among the comments, with 16 mentions, was the need to maintain or improve existing bus service. Some participants thought that the current bus service is sufficient and needs no changes, but many advocated for BRT-like solutions involving adding traffic signal priority, upgrading stations and buses, or increasing the frequency of service. Five commenters spoke specifically about the need for a serious and extensive BRT network, including north-south routes and extensions out to Waukesha in the future.

Six of the comments opposing the BRT were concerned primarily with the monetary cost relative to the benefits, arguing that the time savings were minimal and that the route would serve a small number of people. Three comments specifically questioned where operational funding would come from. Increased traffic congestion was mentioned as source of concern in nine comments. Some commenters noted that traffic was terrible along the proposed routes and that the nearby Zoo Interchange construction had already caused enough problems on local streets. Parking was also mentioned in numerous comments, both in terms of removing on-street parking for the BRT and therefore increasing frustration and hurting businesses (six comments), and in terms of possible issues from BRT riders parking in residential neighborhoods (two comments) to use the BRT service.

A few written comments concerned specific routes for a BRT line. The State Street route received three negative comments and one positive; the Wisconsin Avenue route received three negative comments and two positive; and the Bluemound Road route received seven negative comments, due primarily to concern about the removal of parking hurting businesses. More generally, some participants thought that a BRT route would detract from the quality of their residential neighborhood and impact their property values.

Three commenters thought that the public meetings had not been properly publicized and that their views were underrepresented or not at all represented on the Stakeholder Advisory Group. Another four questioned the data used to support some of the need for BRT and called for additional ridership projections and project impact studies.

Safety and access issues also emerged as concerns among participants. Seven comments concerned potential dangers for pedestrians with BRT buses and whether senior citizens and people with disabilities would be able to use the system. Another five comments referenced

bicycles, with several advocating for bikes to be allowed on BRT buses and for existing bike lanes to be maintained. Additionally, five comments specifically pointed out the need for awareness about environmental, health, and social justice issues, and making sure that low-income and minority residents would benefit from the system.

Finally, four comments thought that a streetcar or light rail system would be superior to a BRT system.

### **7.1.4 Spoken Comments**

After the presentation, audience members asked questions and posed comments. At the Tuesday, April 12 meeting, only a few questions about integration with existing bus service and how the team will incorporate feedback were asked. During the Thursday, April 14 meeting, many more comments and questions were asked concerning the route alternatives, funding and costs for the project, the approval process, the speed and size of buses, safety, the effects on on-street parking, who will benefit from BRT service, and how BRT differs from express bus lines. Some commenters also generally expressed support for BRT in Milwaukee. See Appendix C: for additional detail of the spoken comments.

## **7.2 Public Information Meeting No. 2 – May 2016**

The May public information meeting was held on the Marquette University Campus in the Alumni Memorial Union on Wednesday, May 18, 2016.

### **7.2.1 Meeting Notification**

This meeting was announced in a similar manner as the public information meetings in April. Specifically, Milwaukee County issued media advisories, and stakeholder groups were notified via email, which many in turn forwarded to their constituencies. Organizations were asked to share information about the meeting among their membership. One City of Milwaukee alderman also sent out a notice about the event. The meeting was reported by TMJ4 News and the *Milwaukee Business Journal* and the *BizTimes*.

## **7.2.2 Meeting Format and Attendance**

The meeting was an open-house format. Study information was presented on 31 display boards, which included proposed BRT routes and stops, service operations, integration with local bus service, cost estimates, anticipated traffic and parking impacts and safety upgrades, among other details. The attendees were asked to fill out sign-in sheets upon arrival. Additionally, comment forms, which contained three specific questions as well as space for written comments, were provided to the attendees.

## **7.2.3 Written Comments**

A total of 35 comment forms were completed by attendees. Of these 35 forms, 16 were in support of BRT, six were neutral, and 13 were opposed to it. The preferred route for the BRT service of those in support was via Wisconsin Avenue. Dedicated lanes were considered the most important feature of a BRT system. Additionally, the majority of attendees thought that the most important goal for the BRT service was to offer a transportation option that is competitive with driving.

Several of the supporting BRT comments discussed the importance of all suggested features: efficient boarding, dedicated lanes, enhanced stations, and automatic signal priority for buses. One supporter suggested moving a stop from 51st and Wisconsin to 46th and Wisconsin in order to accommodate those traveling to Miller Park. Another supporter asked that connections to the streetcar and BublR Bikes be considered. Of the 16 supporters, four did not leave written comments but circled their preferences on the front page.

The six neutral commenters had questions or concerns about specific aspects of the proposed plan, but generally showed interest in the concept of BRT. One commenter asked about funding, success rates in other cities, and the number of jobs the BRT would provide. Two commenters expressed concern that the dedicated lanes would have a negative impact on traffic because the road space for personal vehicles would be reduced from two lanes to one. Another commenter thought that the proposed route between 35th Street and Hawley Road should use Bluemound Road rather than Wisconsin Avenue to limit the number of homes affected.

Many of the commenters who opposed BRT thought that there was not enough ridership to justify the money required for the project. Several also expressed concern that the dedicated lanes would cause more traffic congestion, and that the routes running through residential

areas would endanger children. Two commenters did not want median space decreased. Many thought that the money should be used to improve the existing bus system, that the changes are unnecessary and would adversely affect homeowners along the proposed route. Several commenters also thought that the residents have not received enough representation. Many opposed and neutral attendees thought that there was simply not enough justification for the service; one commenter suggested waiting until the I-94 project is complete before considering the BRT service.

### **7.2.4 Spoken Comments**

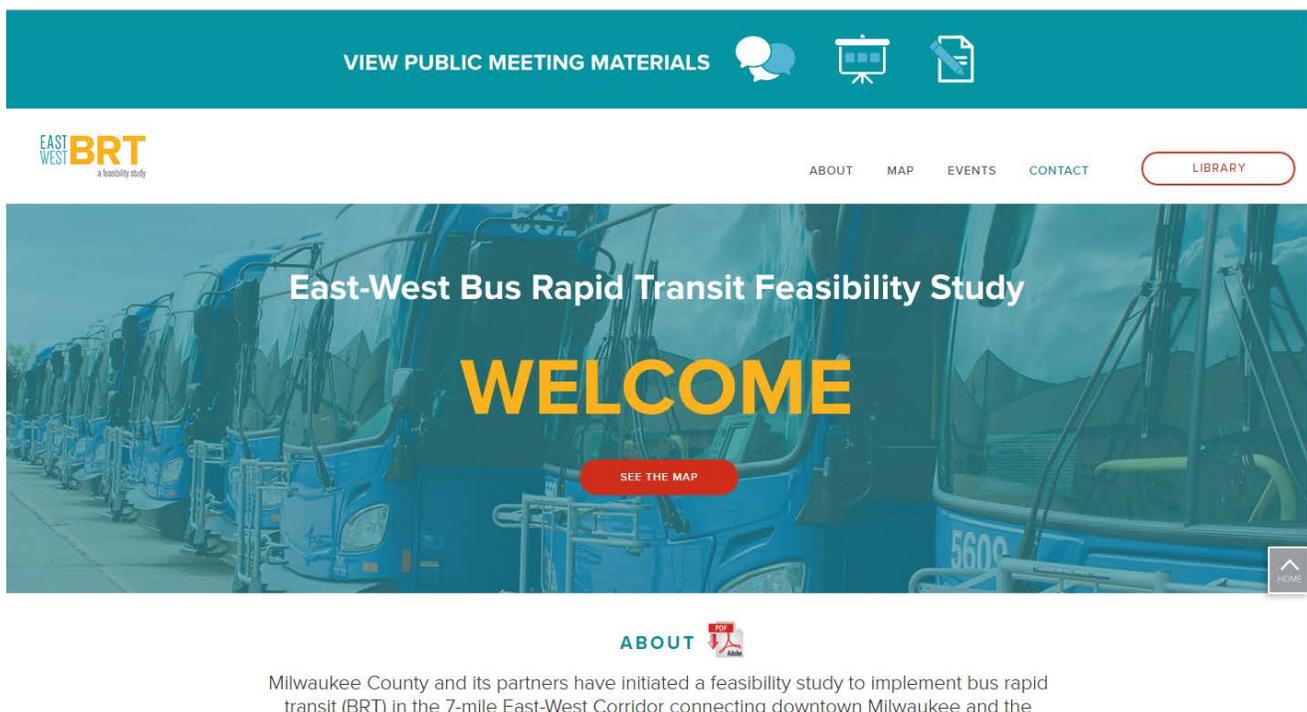
Comments and questions about BRT service were posed at the May meeting, covering issues including integration with existing bus routes, route alignment options, effects on traffic congestion, safety, costs and funding, fares, effects on Marquette's campus, and how BRT differs from simply more express buses. See Appendix C: for a record of the spoken comments.

## 8. WEBSITE

A standalone website was developed for the study to provide timely information to the public. The website offered 24-hour access to study information and feedback opportunities for stakeholders and the public. The site is designed to make navigation more intuitive for visually impaired users. The site is in a mobile-friendly format and has a unique URL: [www.EastWestBRT.com](http://www.EastWestBRT.com).

Comments received via the study website and other outreach efforts were compiled on a regular basis and shared among team members and project leadership throughout the study. A dedicated study email address was utilized for emailed comments, which were logged into a database.

**Figure 8-1: EastWestBRT.com Website Home Page**



Source: <http://www.eastwestbrt.com/>

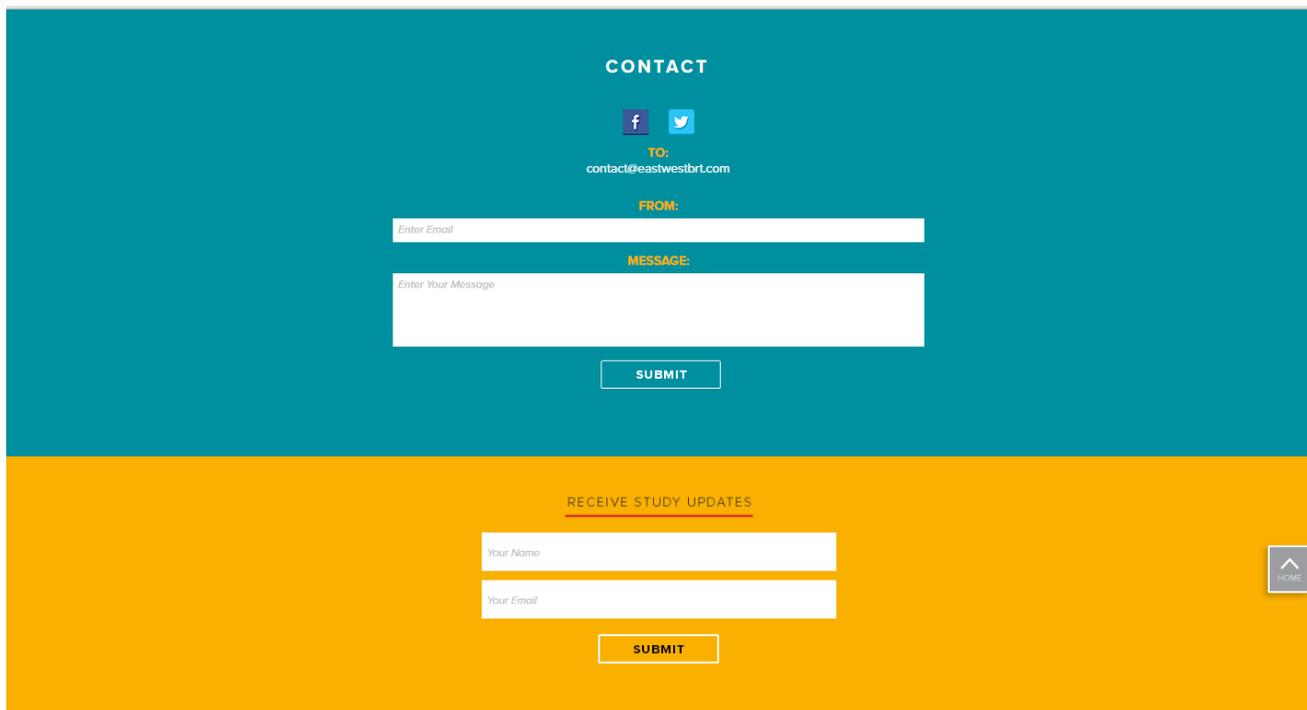
## 8.1 Online Project Information and Documents

The home page of the website featured a written explanation of BRT, video renderings of BRT operating in traffic, a map of route alternatives, a calendar of upcoming public meetings, and a comment form. Both the exhibits and the presentations from the public meetings, which described the study in great detail, were available through the “Public Meeting Materials” link at the top of the home page. Study documents were posted in an online library.

## 8.2 Online Comment Form

Visitors to the website were able to either submit a comment or sign up to receive study updates through the form at the bottom of each website page.

Figure 8-2: EastWestBRT.com Comment Form



The image shows a screenshot of the EastWestBRT.com website. The top section has a teal background and is titled "CONTACT". It includes social media icons for Facebook and Twitter, followed by the email address "contact@eastwestbrt.com". Below this is a form with a "FROM:" field containing "Enter Email" and a "MESSAGE:" field containing "Enter Your Message". A "SUBMIT" button is located below the message field. The bottom section has a yellow background and is titled "RECEIVE STUDY UPDATES". It contains two input fields: "Your Name" and "Your Email". A "SUBMIT" button is located below the "Your Email" field. A small "HOME" button with an upward arrow is visible on the right side of the yellow section.

Source: <http://www.eastwestbrt.com/>

## 8.3 Online Comments

The study team has received 85 online comments (as of June 20, 2016) about the project. Over half were positive, 33 percent were neutral, and 16 percent were negative. Many comments were from individuals who stated they were unable to attend the in-person public information meetings. See Appendix D: for a listing of online comments.

# APPENDIX A: SIGN-IN SHEETS FROM PUBLIC INFORMATION MEETINGS

# APPENDIX B: WRITTEN COMMENTS FROM PUBLIC INFORMATION MEETINGS

# APPENDIX C: SPOKEN COMMENTS FROM PUBLIC INFORMATION MEETINGS

## Tuesday, April 12

**Question:** How will this be integrated with other bus services?

**Answer:** The study will include an analysis of how other bus routes may or may not be modified to work alongside any new BRT service.

**Question:** The process seems to be driven by a grant deadline. How can you incorporate any feedback in this amount of time?

**Answer:** In addition to the public meetings this week, there will be another public meeting opportunity in May, as well as team meetings with individual stakeholder groups. We also have a study website.

**Comment:** This is nothing new (Comment noted.).

## Thursday, April 14

**Question:** Are you really looking at State Street? Isn't Bluemound Road the only one that will work?

**Answer:** The study goes through a logical process to evaluate route options. Options shown on the current map will be evaluated with respect to cost, potential benefits and impacts.

**Question:** What are comparative costs of light rail?

**Answer:** The per mile cost of rail transit is typically considerably higher compared to bus rapid transit.

**Comment:** I'm concerned regarding the speed of buses going on Wisconsin Avenue and making my house shake. (Comment noted.)

**Question:** Does this plan include improving the roadbed?

**Answer:** The extent of road reconstruction will be determined during the study process, but the intent is to minimize road reconstruction.

**Comment:** I'm concerned regarding the signals for the blind and hope safety accommodations are considered.

**Answer:** Its intended that the stations will be located at signalized intersections so the signals will improve safety in crossing the street at the stations. Existing signals that help with the safety will remain.

**Comment:** Not all people live in this east to west corridor. Not everyone works downtown. (Comment noted.)

**Question:** How much do employees at the Milwaukee Regional Medical Center pay for parking? The medical complex should encourage its own employees to not park. At Marquette, the employees pay \$63 per month for parking.

**Answer:** Parking rates at the Milwaukee Regional Medical Center are not included in this study.

**Question:** Is one alternative to improve the current bus system and add express buses?

**Answer:** We will be looking at a no-build or a “do nothing” alternative.

**Comment:** This should go to a referendum. I'm not sure people in attendance would benefit from the system. (Comment noted.)

**Question:** Has anyone looked at the impact on property value, especially residential?

**Answer:** It's not part of the study since our work will be within the existing right-of-way.

**Question:** While access to federal funds sounds nice, but is this really for road improvements instead of transit?

**Answer:** The purpose and need does not address roadway improvements, and it's not intended to. Most of the cost of the project is related to the stations, fare vending machines, traffic signal prioritization, and the new buses. The cost to build the system goes to transit. Some cities have rebuilt roadways as part of their BRT construction, but that is not the intent for this project.

**Question:** If funding is secured, does it isolate those funds or could this money go to a different mass transit option?

**Answer:** No, we are submitting funding requests for this BRT project and that's what we would have to build with the funds. They cannot be transferred.

**Comments:** Concerned about ongoing costs without a dedicated funding source.

**Answer:** The project team will come up with an estimated cost to operate and maintain the system, and look at how it will be funded for the next 20 years. The FTA requires proof that the system that's built can be maintained.

**Question:** Will the buses be bigger than current buses or not?

**Answer:** They tend to have more room on the inside (typically fewer seats was stated later). All buses are 10.5 feet wide.

**Question:** Are there plans to expand this to other corridors?

**Answer:** This system will be used for job commuters as well as other users. Most cities start planning for another BRT route once the system is in place. The next phase could go up Fond du Lac Avenue or up to the East side. The north-south bus routes would connect into this BRT system when it begins, and then BRT can expand from there.

**Comment:** This gives people another option, but I don't see a lot of auto users opting to take this because it will reduce their flexibility of what they can do.

**Answer:** Improved transit enhancements have attracted riders who have access to other options, but choose to use BRT. Ridership increases from 10% up to 50% or 60% with an enhanced system like BRT. Studies have found that there are fewer vehicle miles travelled when these systems are in place.

**Question:** Where are people going to park? Residential side streets?

**Answer:** Most riders would be expected to transfer from other connecting transit routes. Also, BRT service has fewer stops compared to existing local service.

**Comment:** The questions we had last month have not been answered, especially regarding the number of employees and visitors etc. (Comment noted – *note: Milwaukee County sent an email response to this commenter on April 14, 2016.*)

**Question:** How will this affect parking on Bluemound Road, especially on Brewers game days?

**Answer:** BRT operations would be determined through the study process.

**Question:** Is there any written documentation that tells us why we are looking at this corridor instead of others?

**Answer:** The corridor is one of MCTS's highest ridership corridors. The corridor has been a part of regional long range transportation planning for many years. Most recently, the corridor is part of SEWRPC's Vision 2050 transportation plan. The East-West BRT service would also provide an alternate transportation option to mitigate congestion during the I-94 East-West freeway reconstruction.

**Question:** Do these federal funds expire?

**Answer:** Federal transit funds are provided through an annual competitive federal funding program.

**Comment:** I am from Cleveland. The Cleveland health line has done wonders for the city. (Comment noted.)

**Question:** Who is funding this study?

**Answer:** The study is being funded by Milwaukee County and the Wisconsin Department of Transportation.

**Comment:** Public transit is cheaper than what we spend on roadways. Public transit is better for society. (Comment noted.)

**Comment:** We have a Gold Line that already does this. Plus, the 31 route goes to all these places. It is insane to spend \$50 million to get there five minutes quicker. To me this is a waste of money. (Comment noted.)

**Question:** When do you see this in operation? Will it be before freeway construction?

**Answer:** The goal is to have BRT service in place in advance of freeway construction (planned for 2019) to mitigate traffic congestion on local streets.

**Comments:** Thank you for this meeting. I have ridden BRT in other cities, and I'm hopeful to see this here. It would help me a lot. There are bus routes here, but they get backed up and the signal priority would help me. (Comment noted.)

**Question:** I read about the 6.5 million visits to downtown. Will you run buses late at night for special events or other entertainment?

**Answer:** Service to special events may be considered and is likely – BRT provides that flexibility.

**Comments:** This could get people that have been drinking off the road. (Comment noted.)

**Question:** Does the faster travel time make more people ride transit in other cities?

**Answer:** Time savings is an important factor that encourages people to take transit.

**Question:** Can you explain which political bodies this would go through?

**Answer:** It is expected that recommended Locally Preferred Alternative would go before the common councils in the cities of Milwaukee and Wauwatosa, as well as the Milwaukee County Board.

**Question:** What if you miss the August deadline?

**Answer:** Milwaukee County would need to decide to pursue a funding request in the next federal funding cycle.

**Comment:** Travel times are very long. Traffic is so busy today and dangerous. This could reduce accidents. Young people don't want to live in Tosa because of the traffic. (Comment noted.)

**Comment:** The state is spending \$1 billion on the interstate and it is supposed to shave only three minutes off of peoples' travel time. During construction the traffic will push on to our streets. Having this in place will help during that highway construction. So a \$50 million commitment for 5 minutes in travel time savings for BRT seems very reasonable. (Comment noted.)

**Comment:** This needs to move forward, but the dedicated lanes will be horrible. (Comment noted.)

**Comment:** You should invest in more express buses. (Comment noted.)

## Wednesday, May 18

**Question:** What about other bus routes?

**Answer:** Some routes would move a block or so away so the BRT could operate the most efficiently.

**Question:** Why not use Michigan or Clybourn which are wider roadways, rather than through the Marquette campus?

**Answer:** There is a greater trip density along Wisconsin and Wells compared to Michigan and Clybourn, which are so close to the interstate that ridership potential is blocked to the south. Study analyses show that Wells has the highest ridership potential.

**Question:** By taking a lane, how will this reduce traffic congestion? From 55th Street to the medical complex it is very congested already.

**Answer:** Note that the study is showing three different types of BRT: mixed traffic, dedicated curb side, and dedicated center running. While the dedicated lane will achieve the highest quality BRT, it is likely that this will not work everywhere. The next phase of study will analyze lane configuration more specifically by location. Note the range of capital costs shown reflects these variations.

**Question:** Why not just run existing routes more frequently and add some skip stop express service. It seems like a lot of infrastructure cost for some stations.

**Answer:** Note that much of the capital cost is for vehicles and we're looking at minimal roadway construction. Travel time savings is also achieved with the far side stop and signal improvements. We know that the cities of Milwaukee and Wauwatosa may not want to add roadway capacity, so we are looking at how else we can serve the growing demands in this corridor.

**Question:** Can you share what happens physically to the roadway on the Marquette campus? What is the benefit to us?

**Answer:** You have a lot of transit use on campus, and this would give all existing riders a better trip. Our hope is that it would be a dedicated lane, but there may be physical and operational constraints.

**Question:** With all the aesthetic improvements that Marquette has invested in, how will this fit in?

**Answer:** The BRT could match the aesthetic quality of investment that we've seen on campus.

**Question:** Regarding the 20 percent local cost share, is that for vehicles?

**Answer:** We have [about] \$12 million in capital cost for vehicle purchases.

**Question:** Does the cost estimate include park-and-ride?

**Answer:** Yes.

**Question:** I wonder about safety considerations for pedestrians, particularly students.

**Answer:** Note that buses will observe existing speed limits, similar to today. Bus accidents are less common than other types of accidents. SEWRPC has done an analysis of bus – car/bike/person and accident rates are substantially less for buses. Traffic calming measures can help reduce the chance of accidents.

**Question:** We have additional pedestrian crossings on campus. Almost every block as a signal, plus we have pedestrian activated crossing signals.

**Answer:** This has been implemented successfully in campus settings; it may be an enforcement issue.

**Question:** For UPASS and other riders, what would be the fare?

**Answer:** Would match existing transit fares, and would not be priced at a premium like a Freeway Flyer.

**Question:** What are you asking from Marquette and from the public?

**Answer:** We're hoping organizations like Marquette see the benefit of BRT and support it. Recognize that the next phase is preliminary engineering and will get much more detailed.

## APPENDIX D: ONLINE COMMENTS

The study team logged the following comments received, as of June 20, 2016 (one month after the last public information meeting) through the study website and prepared responses.

Date	Comment
3/29/16	Stakeholder's Meeting: Is there one scheduled for April 1st? When and where? At the March 16th public meeting at Hart Park, I believe April 1st was the date mentioned for a Stakeholder's meeting. I feel strongly that neighborhood associations along each of the 3 proposed routes should send representatives. We are definitely stakeholders in this issue. Please contact me.
3/29/16	Rapid transit looks good for Milwaukee county residents but I am more interested in being able to get to a regular bus. Several years ago I moved to a condo building because it was close to a bus stop (Delaware and Russell Ave in Bay view.) Due to low ridership the route was cancelled. I cannot walk the 7-8 blocks to Kinnickinnic a #15 Route. Since there are people working on improving our bus system how about thinking in "small is good" terms? How about creating smaller buses, vans or coaches to connect with a main line. This would save on gas and the loss of ridership. Many Seniors would be grateful for the ability to once again get to where they want to go
3/30/16	Hello, I'm trying to RSVP for the event on the 12th but the formatting on the pop up window cuts off the button to submit the form after I've filled it out. Please add me to the attendee list.
3/31/16	Will the busses have bike racks? What will happen with people who now take the Gold Line west of 108th St. if the Gold Line is discontinued or severely reduced? Will the bus only lanes exclude bicycles? Right now, the lanes are shared. I am in favor of the BRT and anticipate being a regular user from December through February.
4/1/16	Hi, Wauwatosa resident here. If this route comes along State St then up off of State onto Wauwatosa Ave to avoid the main Village area, will the the current MCT route that runs along Harwood Avenue be discontinued? My concern is that there is already an abundance of bus traffic along Harwood Ave heading in and out of the Village. The additional traffic will make it hazardous for pedestrians.
4/10/16	Since this will involve our neighborhood and entire Wauwatosa area: I expect impact reports to be made available on line describing what occurs in other cities. Since this places added wear on our streets, to what extent are the Wauwatosa property taxpayers compensated for the cost of road repairs/replacements?
4/11/16	I am writing to express concern about the proposed BRT. As a Story Hill resident, I think it would be a huge mistake to have the bus run down Bluemound. Not only would this break up the residential neighborhood, it would bring significant increased traffic. Wisconsin Ave. already has several bus lines and there are currently no buses that run down Bluemound. This will bring noise, pollution, and traffic. Additionally, I assume you have considered the effects of this on Brewers traffic and congestion. One lane of car traffic in each direction will cause even greater delays than there already are. Additionally, I find it highly problematic that the BRT will connect Milwaukee and the Medical

Date	Comment
	center, while the county has continuously cut funding for routes to the north and southsides, where people could actually benefit from being able to take efficient public transit to work. I am in full support of additional public transportation options, but this I cannot support.
4/11/16	While I'm all for improvements to the bus lines and it seems as though this would be a better than Tom Barrett's commuter train just for east sides, MCTS would serve the community better to pay more attention to usage on the current bus lines we have now. For example there are significant "rush hour" scheduling difficulties on Route 57 east and westbound, such that one morning bus going east in the morning is packed to the gills before it even reaches 82nd street and thus hard to get a comfortable seat. So I need to take an earlier bus (getting me to work 45 minutes before I start work, just so I can have a decent seat so I don't get thrown sideways or have to stand all the way downtown. I've been a commuter by MCTS for many decades, and the service goes from not good to even worse. You need to be attentive to business riders – as well as all the schools on certain routes. The noise from head phones is totally annoying and students are too loud and unaccommodating to senior riders such as myself. And, drivers do not do anything. Your recordings don't do the trick.
4/11/16	Because I am a bus rider, and work near the Research Park drop off, I would love - love - love to see a Bus Rapid Transit out here. I live near Mitchell Airport and my current commute by bus is 1-1/2 hours one way. That is 3 or more hours a day I'm wasting out of each day I go to work. There has got to be a better way!! Please seriously consider the bus rapid transit from downtown to the Research Park area. It is BADLY needed!
4/11/16	I think this is a wonderful idea and should help with congestion. I am hoping I can use it for a partial trip myself. I miss the Express Bus we had years ago from the NW side to downtown along Fond Du Lac Ave. It was fast and so convenient. If there are to be more riders, we have to look at how best to serve the masses. It is all about timeliness and traffic delays. Especially with construction everywhere you go.
4/11/16	I support the East-West Bus Rapid Transit proposal. I think expanding MCTS services in any way is a great idea, especially if it extends to (or expands upon) areas of employment (job sites) not covered by existing MCTS service. I think the Side Running option seems to make more sense than the Center Running option, because it seems like the Center Running option would probably interfere more with traffic (but that's just an intuitive assumption--maybe it would not). Thank you.
4/11/16	After looking over the plan, it seems like a nice start but ideally should continue west to Downtown Waukesha and Waukesha Memorial Hospital. Hopefully, the alignment in Milwaukee County will prioritize running by large employers and having short headways. Also, an express extension via Lincoln Memorial Drive to UWM should be considered. In many other cities, "BRT" ends up being standard bus service with a decal. If there's any hope to expand this project or build others, this should actually incorporate bus-only lanes to ensure fast, reliable service even if traffic is slowing normal roads. Hopefully this isn't just a waste of federal dollars and opportunity like the repurposing of SE WI's original transit grants to fund the county's failure to budget for normal bus replacement.
4/11/16	Just so you know; I'm not aware of the bet , but I am Painfully aware of how your PSA's are largely ignored by smokers, profanity users and young people who refuse to move their cans off the seats which are supposed to be used for the elderly and disabled. Your 'black driver's wi l.allow and tolerate any garbage done by a black passenger no matter how racist or vulgar or loud they are.
4/11/16	This is definitely needed. Knowing that there would be fewer scheduled stops could lessen travel time

Date	Comment
	for those who are going to their jobs. That could be an incentive. On another topic: is any thought being given to a north-south route servicing Wauwatosa Village, the Mayfair Road area from Bluemound Road to Burleigh or Capitol? Getting from the Mayfair residential area to the Froedtert is not convenient. As apartment buildings are being proposed and built and the shopping possibilities are increasing this might be an area where bus routes could be improved.
4/11/16	Any express line will mitigate congestion on the freeway. a route on bluemound is best, it is a highway in this area. the gold line on wisconsin avenue never made sense. all the destinations are on bluemound.
4/12/16	I think the bus rapid transit is an excellent idea. Milwaukee is long overdue for this type of innovation. Quality mass transit is key to any thriving metro area. We need to be thinking much more in this direction.
4/12/16	lengthy email correspondence... excerpted here: "following are numerous suggestions i've made in the past to dot, and to other projects where public input is requested. some of my suggestions others have thought of some not some relate to brt some don't. go on the website of idtp founded by michael repogle. idtp goes around the world advising countries on environmental transportation means.////per cover letter at end of this em make all cheap changes first before you build anything to make car slow and expensive, bike fast etc. stop salting roads, add stop signs, charge for parking. make the car pay its way. i don't want cars, systems like bart or barret's street car. i would not support brt unless it takes road surface from cars and is cheap. i want no more road surface expansion. i don't want cars, systems like bart or barret's street car. i would not support brt unless it takes road surface from cars and is cheap. i want no more road surface expansion. instead of brt how about a free driverless magnetically tracked 20 mph flatbed where everybody pays with a special tax user or not + you pay for a low cost ticket monitored by probability checking.? maybe non users will then abandon their cars to use it since they pay no matter what? a ticket keeps the riffraff off. if goggle can run a car WHY HAS IT TAKEN SOCIETY THIS MANY YEARS TO GET RID OF SUCH A RIDICULOUS TRANSPORTATION SYSTEM. BECAUSE NOW THERE IS NO CHOICE AS RESOURCES WON'T SUPPORT IT AND ITS USE WILL KILL EVERY LIVING THING ON EARTH? AS FOR ME I'M 69 AND HAVE NEVER OWNED A CAR. "
4/12/16	I am in favor of the Bus Rapid Transit that goes from downtown to the Medical Center. I seen the the route of the buses and it looks awesome. Will there be a stop at 68th and State St and some of the major destinations like the express buses? This is all new to me and I like to know where some of the stops will be. Otherwise it looks and sounds awesome. It gives another option for people to get places with ease.
4/12/16	Where do you usually hold your meetings?
4/12/16	Feasibility in Milwaukee -- I surely do NOT want the BRT vehicles running in lanes in the middle of the streets. Getting on and off the vehicle for passengers will be horrible. If you run them in curbside lanes that should be all right for getting on and off and BRT passengers won't be in danger of being run over by autos as they would boarding BRT in middle of the street lanes. Thank you for your attention. D.Williams
4/12/16	After reading the descriptions of the service and looking at the route maps for a possible BRT line, I am all for moving forward with plans to make it happen. It's not only a service currently unavailable but I believe it'd be a great way to get from one end of the town to the other without needing a car. I would

Date	Comment
	certainly use this line of it came into being.
4/12/16	<p>Excerpts: If this doesn't happen, could you maybe improve frequency and expand coverage of the regular MCTS bus system? 1. Will it be possible to transfer between the BRT and the regular buses? Will it be possible to transfer between the BRT and the trolley (assuming it happens)? While I'm at it, will it be possible to transfer between the buses and the trolley? (I hope so.) 2. Will having BRT take away from existing bus transit? Often when I ride the bus to work (23 or Blue line), it is very full, with over a dozen people standing in the aisle. Buses in the evening are far apart. I would not like to see more cuts here. 3. Is this intended to be a substitute for light rail? 4. Have you considered having more lines connecting with AMTRAK and regional bus lines? I noticed the BRT on this map doesn't. I think at the AMTRAK downtown there is just the #57 stopping out front and the #23 and Blue lines a block or two away. To my knowledge there is nothing connecting with the AMTRAK station near the airport at all. It would be really cool if they had buses stopping at AMTRAK stations and also a place to buy M Cards. It could help tourism. (They do this already in Chicago.) 5. Where do you intend to put the stops? And is this map showing several possible routes? 6. What other cities have BRT? How are these buses in snow?</p>
4/12/16	<p>I have been a weekly MCTS user for the past six years. Most of my ridership is on the GRN line. The express nature of the East West BRT route linking points west to downtown, will be a draw and benefit for industry as well as an option for those seeking leisure activities. Please allow Milwaukee to expand on its already industry recognized county transit and provide a wider network for both industry and the citizens of the wider Milwaukee area. I cannot attend in person, but please express my sentiments.</p>
4/12/16	<p>I'm sorry, but I can't make one of the meetings regarding the BRT. I wanted to comment on the issue of the residents living in the areas involved with the possible BRT route. They claim that their children who walk to school would have a difficult time getting across the street because of traffic being forced to drive in the center lanes as a result of the BRT buses being in the bus only lane. Do they not realize that buses currently drive mainly in the curb lane? You are not taking a driving lane away, you are just marking the curb lane as a bus only lane.</p>
4/12/16	<p>If you plan stops strategically along the route, I think that this will be a worthwhile project and an asset to the community at large.</p>
4/12/16	<p>I disagree with the idea. There are at least two buses that run between downtown and the medical complex now, both of them Gold Line buses (along Wisconsin Avenue). I believe there is one more, perhaps the Rt. 31, but I'm not sure. There are too many buses using Wisconsin Avenue through downtown as it is and more will make a messy traffic situation worse, especially when Mayor Barrett's streetcar and the shuttles to Summerfest are added. From what I'm reading this new rapid transit bus will run along Bluemound Road. Considering Bluemound Road doesn't exist east of 45th Street, this means it will run with the Gold Line bus until that point going west and merge with the Gold Line going east. How is this bus going to stay on schedule when, because it's on Bluemound, it has to go right past the stadium? There's a ball game or a concert at the stadium and Bluemound is a mess. Don't the neighbors have to put up with enough already? I'm also concerned about fares. Will you charge the same as a "regular" bus (\$2.25 cash) or will you charge at the flyer rate (\$3.25 cash)? Can you transfer to a "regular" bus or a flyer from the rapid transit? We've been down this road before. You might remember the Metrolink buses, and in particular, Rt. 3 that ran along Bluemound. This option disappeared as soon as the federal funding ran out. What's to say this new route would be any different? People will get used to the bus and then it will go away. What difference does a block</p>

Date	Comment
	<p>make? Is it really a big deal if I catch a westbound bus at, say, 68th and Bluemound or at 68th and Wisconsin? How silly can we be? Spending all this time and money on one city block. The Gold Line is an express bus. It doesn't make all the stops it did when it was Rt. 10. Do we need two express buses one block apart? Look at the Rt. 30 and Rt. 30X; how well is that working? Is that successful? Can the county and MCTS support additional bus lines or are we maxing out? Is the ridership there to support new bus lines? What is the return on our investment? I think the focus should be on transit options for people in Oak Creek, Franklin, Greendale, and even Caledonia to name a few. When I lived in Caledonia, I had a 15 minute drive (in good weather) to the Ryan Road park and ride lot because I had no options unless I wanted to sit in traffic on 94. There's no decent place to park to take the Rt. 48 flyer along Howell and I don't believe the Rt. 80 comes any further south than MATC's campus on College Avenue. A flyer is much cheaper than driving to Sturtevant and hopping the train. It doesn't look like the Metra is coming north of Kenosha any time soon. The people in the southern suburbs are paying for a service they can't use, or it's difficult to use, and that doesn't seem fair. The transit company has arrangements with Waukesha County (Gold Line to Brookfield Square, flyer to Menomonee Falls) and Ozaukee County (Rt. 143), so why not do the same with Racine County? That's where your money should be going.</p>
4/12/16	<p>How do you exit the bus if it's running in the center of the road? Just curious. Also, thank you for eliminating Wisconsin Ave. from Hawley to 89th. The Goldline is just fine for myself and other disabled riders, especially those of us from the Vision Forward Association and apartments on Hawley Rd. Now, if this BRT does in fact go through, does that eliminate any current routes? Especially concerned due to many of us disabled riders use the Goldline to get to the Medical Center and Brookfield Square. Thank you for your time.</p>
4/12/16	<p>I feel this option is more viable than digging up the infrastructure to install rail lines for an electric train. I feel the outside lanes would work better for customers boarding the bus.</p>
4/12/16	<p>Not much to say other than I think the BRT system would be a great idea.</p>
4/12/16	<p>I think this is a great idea, and I would use it frequently if there is going to be a Park &amp; Ride or inexpensive parking at or near the Zoo. There are many times I have thought about driving downtown, but the thought of the cost of parking downtown has deterred me. I live in Waukesha and would really be excited if eventually the BRT would stop at Goerke's Corners Park &amp; Ride. I hope this idea becomes a reality. I won't be able to make it to this week's meeting, but I'd like to be informed about any developments.</p>
4/12/16	<p>... I am a lifetime Milwaukee citizen. I'm a student at UWM right now, and live in Riverwest, but grew up in Wauwatosa. I'm writing to support the proposed Bus Rapid Transit routes spanning east-west. I do not have a car, and relied on the Gold Line many times as I commuted to school from home every day last year. Having taken the Gold line many times, I know the long time it takes. While OK for me, the hour time is a definite deterrent for many potential bus users. In one year, I will get my degree in Social Work from UWM. I am more likely to stay in Milwaukee to begin my professional career if the BRT was implemented. Having a reliable, feasible, and speedy public transportation method would strongly influence me to stay in Milwaukee...</p>
4/12/16	<p>I MISS THE OLD 18 ROUTE FROM 10300 W GREENFIELD AVE THAT WENT STRAIGHT DOWNTOWN BY THE RIVERSIDE THEATRE. THAT WAS DEVASTATING TO CUT THAT ROUTE, THAT TURNED ME OFF, AND I HESITATE ON RIDING THE BUS, THAT WAS AN EXTREMELY CONVENIENT LINE. WHEN I DO TALK TO PEOPLE I AM NOT THE ONLY ONE</p>

Date	Comment
	PEOPLE HAVE TOLD ME THEY MISS IT TO.
4/12/16	I am an avid bus rider and I would like to make it known to MCTS that I strongly support the East-West BRT, however I cannot make the meeting times specified. I think that this addition to MCTS would not only open up many employment opportunities for Milwaukee, but also encourage tourism on a more local level. There are also obvious environmental benefits to the BRT. If there is any other way I could make my voice known, please let me know!
4/13/16	I love taking the bus. However the red line scares me. There is so much crime.
4/13/16	I live on 94 <sup>th</sup> and Wisconsin and last night there was a news station outside our house doing a segment on the rapid transit system. Do you know if it plans on coming out this far or if it will be on Wisconsin avenue at all?
4/13/16	What is the source for zero-car household data?
4/13/16	I do not support the BRT running along Bluemound from Wisconsin Ave. to Hawley Rd. There is too much residential and commercial that is dependent on parking. If the BRT did eliminate parking lanes the parking would become even more difficult than it already is for residents living between Bluemound and Wisconsin Ave. due to how busy the businesses on Bluemound ge
4/14/16	This would be great for Milwaukee and public transportation. PLEASE get it done.
4/14/16	I'm the engineering manager at MillerCoors' Milwaukee Brewery and one of our goals is to increase our employee safety along state street. With employees crossing the street multiple times each day we have had numerous near misses and multiple fatalities in our history along state street. We are working with Graef to design some solutions. I'm hoping we can meet and share our ideas for state street and hopefully work with you while you are still in your design phase so we can create a plan for both of us to reach our goals. Please contact me so we can work to set up a time to meet.
4/14/16	Anything we can do to increase the availability and speed of the connection between downtown Milwaukee and the western suburbs would be a huge improvement. For those who can't or don't drive their own vehicles, commuting for work or crossing the city for fun can easily take over an hour each way, for a trip that in a car is no more than 20–30 minutes. That becomes a huge barrier to employment and other movement, such as to shop, visit friends, see a film, or eat out at a restaurant in another neighborhood. As someone who's been using MCTS for probably about 25 years, and has used it as her primary means of intra-city transportation her entire adult life, I am firmly in favor of this BRT proposal.
4/14/16	I have lived in Wauwatosa for over 45 years. The route you have on your map traveling through the City portion of Wauwatosa and over the Harmony bridge is a travesty and outright damage to the downtown city area. This should not be an option and all efforts should be made to block it.
4/15/16	I live on 51st and Wisconsin and currently commute using the Gold Line to GE in the Research Park office area. I would be excited for improvements and a faster connection to my job would keep me on the bus instead of buying a car. My vote would be for the Wisconsin / Bluemound route alternative, since only that one goes by my house, and to minimize zig-zagging inside the medical complex, since just that part of the Gold Line probably doubles my total time on the bus. Research Park doesn't seem to draw a lot of bus commuters, but I'm not the only one either. Matt Bayer

Date	Comment
4/15/16	Would you ever consider a line along Capitol Drive or on the #23/Blue line bus lines? Weekends are very slow to get from one stop to another during these times. I waited for 40 minutes one Sat. for a #23 going southbound. Also, I almost never get a connection on 91st & Silver Spring on the wknds. and end up walking both ways on Silver Spring.
4/16/16	I am delighted to find that the County is pursuing this transit option. Several year ago Milwaukee had to choose between a streetcar and BRT, so I am glad this option is still alive. We need a modern transit system here.
4/16/16	I have experienced BRT firsthand visiting Cleveland where it provides excellent service and is helping improve neighborhoods. I have also spent time in Curitiba, Brazil, one of the originators of BRT, where a very extensive network makes it the dominant mode of transportation; it is truly marvelous. It would be really advantageous to have preferential signal control for BRT, but providing a separate guideway is critical, so that community-oriented transit is not stuck behind the whims of individual motorists. As a citizen who has always chosen transit over having an individual automobile, for environmental reasons (which ought to be no-brainer), I believe we need to change the system to level the playing field and end our pro-automobile biases.
4/17/16	As a regular bus commuter, I full support any efforts and enhancements that improve the rapid transit experience and encourage more ridership. For that reason, I support dedicated lanes and special buses that stop less often. And, btw, I LOVE the MCTS app and the ability it gives me to time my bus rides just right!
4/17/16	Mass Transit in Metro Milwaukee A BRT or other dedicated mass transit route along the east / west freeway corridor connecting downtown to the regional medical complex will work if including stops at the Zoo, State Fair Grounds, Miller Park / VA Medical Center, Potawatomi Casino, The Harley Davidson Museum / Amtrak Station, The Historic Third Ward, Summerfest Grounds, Milwaukee Art Museum & Discovery World with a loop downtown. It makes a bunch of sense to me & EVERYONE aside from the planning team on this project I've spoken with! There are more than enough parking spaces at each of these destinations for folks driving in from out of the city to take advantage of connecting many of our tourist venues & employment destinations listed above. Importantly, the central location of these attractions / venues are also incredibly convenient to MANY area residents in nearby neighborhoods. Last & perhaps most importantly, this is where mass transit is needed! This is where the people are going as evidenced by the millions of annual visits to these destinations. It can be justified IMHO. The argument by the existing planning team against running this down the freeway corridor is it won't allow for optimal economic impact surrounding each of the BRT stops that would supposedly take place through their own "projections" if run down city streets. This is complete hogwash in my and many others opinions. GROWTH Opportunities of a freeway based east / west route Connect that East West line with an expansion south to the airport including a few stops en route & I'm CERTAIN we'd have a MUCH MORE reasonable solution for existing transportation needs. Further expansion of a line heading northwest using Fon Du Lac Ave to help folks that could REALLY benefit from mass transit get to & from jobs is where a well designed system with smart considerations comes to mind. Connections on a route here could include access to jobs in the NW industrial corridor, 30th street industrial corridor and downtown. (Again, for posterity, I believe we can do better and more with our MCTS Bus Fleet than we have...) So far, from what has been presented, data demonstrating a need for the proposed routes isn't compelling or warranted... Especially so when comparing the connectivity of the route laid out above.

Date	Comment
4/17/16	<p>I have been a Wauwatosa resident for over 25 years. My wife worked at the Medical complex all those years. I cannot even believe Wisconsin Avenue is under consideration for the proposed BRT project. And to build it ONLY to connect people with jobs? I agree with the following post from one of our neighbors. A BRT or other dedicated mass transit route along the east / west freeway corridor and Canal Street connecting downtown to the regional medical complex will work if including stops at the Zoo, State Fair Grounds, Miller Park / VA Medical Center, The Domes, Potawatomi Casino, The Harley Davidson Museum / Amtrak Station, The Historic Third Ward, Summerfest Grounds, Milwaukee Art Museum &amp; Discovery World with a loop downtown. It makes a bunch of sense to me &amp; EVERYONE aside from the planning team on this project I've spoken with! There are more than enough parking spaces at each of these destinations for folks driving in from out of the city to take advantage of connecting many of our tourist venues &amp; employment destinations listed above. Importantly, the central location of these attractions / venues are also incredibly convenient to MANY area residents in nearby neighborhoods. Last &amp; perhaps most importantly, this is where mass transit is needed! This is where the people are going as evidenced by the millions of annual visits to these destinations. It can be justified IMHO. The argument by the existing planning team against running this down the freeway corridor is it won't allow for optimal economic impact surrounding each of the BRT stops that would supposedly take place through their own "projections" if run down city streets. This is complete hogwash in my and many others opinions. GROWTH Opportunities of a freeway based east / west route Connect that East West line with an expansion south to the airport including a few stops en route &amp; I'm CERTAIN we'd have a MUCH MORE reasonable solution for existing transportation needs. Further expansion of a line heading northwest using Fon Du Lac Ave to help folks that could REALLY benefit from mass transit get to &amp; from jobs is where a well designed system with smart considerations comes to mind. Connections on a route here could include access to jobs in the NW industrial corridor, 30th street industrial corridor and downtown. (Again, for posterity, I believe we can do better and more with our MCTS Bus Fleet than we have...) So far, from what has been presented, data demonstrating a need for the proposed routes isn't compelling or warranted... Especially so when comparing the connectivity of the route laid out above. Please consider as large a route as possible to connect people with everything else the Milwaukee area has to offer.</p>
4/18/16	<p>I was inquiring about receiving printed material that was available at the public meetings mailed to address listed below</p>
4/18/16	<p>I am strongly in favor of a BRT system. I do have some concerns over station spacing and timing of local/BRT services. When service was transitioned from route 10 to Gold Line and route 14, the timing from downtown Milwaukee to MCRP (my daily commute) would have been shortened by about only 5 minutes, but due to elimination of stops, my commute is actually longer because of the time needed to walk further to get to a stop. I also see issues with the 30 versus the 30X in that the 30X eliminated many stops but yet express trips only take about 4 minutes less in AM rush. Because of the low frequency of each service (over 20 minutes period for each spaced roughly equally), there is really no reason to wait for an express, and the express bus just has the inconvenience of having to walk further. With stops planned to be 1/4 to 1/2 mile (the same distances used by express routes in Milwaukee), I have the same concerns with the BRT being 10 to 20 minutes headway and local service every 30 minutes. This blog post at Human Transit pretty much sums up what I am talking about: <a href="http://humantransit.org/2011/09/stop-spacing-risks-of-multiple-patterns.html">http://humantransit.org/2011/09/stop-spacing-risks-of-multiple-patterns.html</a> In addition, I'd still be interested in augmenting this with long distance express buses (as an example, while Chicago has the Red and Green lines on the south side of the city but still has several bus routes that will run express from downtown to around 55th Street). It would be analogous to flyers in Milwaukee (but at the same fare, more frequent (maybe running only at rush hour if needed), at standard fare, and</p>

Date	Comment
	<p>taking passengers both directions. The UWM BRT workshop (<a href="http://www4.uwm.edu/sarup/news/uwmilwaukeebusrapidtransitworkshop.cfm">http://www4.uwm.edu/sarup/news/uwmilwaukeebusrapidtransitworkshop.cfm</a>) proposed a system with 9 stops along the this proposed corridor. Obviously this system will have more stops and likely be slower. This will help for east/west travel along segments (such as a person moving north/south and east/west and using the BRT line for the east/west assuming that the unfortunately extremely long headways between Milwaukee north/south buses would permit taking two north/south buses to get time savings from a faster east/west route) but still take a while for travel between the furthest east/west points. I do take the UWM flyer when I am headed towards UWM from MCRP precisely because of the fact that it can take the highway and is extremely fast.</p>
4/19/16	<p>Would like to add that some of us use the bus and a bicycles together. Would be great if the bus lane did not remove a bike lane. Even better if the BRT was like Bluemound road that had the bus and bike lane together, this keeps the cars away. I was riding the Gold line at 5am everyday this winter. Only a few people on it. The Gold line was fast in the morning but slow going home in traffic. Don't see how you can make traveling on Wisconsin Ave any quicker. There is a rail line near the proposed route. Can the buses run near the the rail line? Can the BRT run on the rail line? I know the bus is only 15 minutes faster than my bike. How often will the bus run? Some jobs start as early as 6 am?</p>
4/19/16	<p>Hi, I was wondering who we might be able to talk with in regards to the various routes being discussed for the rapid transit. I am sorry we missed the notices for the recent meetings.</p>
4/20/16	<p>I live in Brookfield, WI and commute to Marquette University every day for work. Last summer, 2015, I started taking the MCTS Gold line into work and love it. The only issue I have with it is I do have to leave about 20-30 minutes earlier (than when I drive) just to get to work on time. When I drive, I leave at 7:30am. When I take the bus, I leave at 7am. Also, when I drive, I usually get home around 5pm. When I take the bus, I get home at 5:25pm. On Thursday, April 14, 2016 I attended the poster session at the Zoological Conference Center about the BRT service. I wasn't able to stay for the presentation, but I want you to know that I fully support a BRT service from EAST/WEST. It would be great to not have to leave so early in the morning just to get to work by 8am. Yesterday, Tuesday, April 19, 2016 I drove to work and was more aware of the number of cars on the road. It was crazy! I take Bluemound Road all the way in and BOTH lanes were FULL with cars both going in to work as well as when I came home. I've never seen it so busy! I think a BRT bus line would really help get some cars off our streets. One last note...would you consider running the BRT out to Brookfield Square? Otherwise, I'll need to transfer from a BRT bus back to the GOLD bus line and I'm not sure that would help my situation.</p>
4/22/16	<p>i previously contacted you on this. since then i've read some including comments by alderman bauman. i said the main thing is to change how the car is used (ie shared) and designed ( ie small, light, and narrow). its better to get rid of the car before introduction of other mass transit systems. bauman said its not going to work if it doesn't have right of way over cars ie being slowed by turning cars, having to stop at lights etc you have to destroy car use by making it impractical and expensive with 1000 cuts. ie wheel taxes, trip lighbts, elminate parking etc. but i'm strongiy in favor of mass transit but any mt proposal has to make sense economic and otherwise. so i have no opinion on your proposal till i know the details as bauman also stated</p>
5/2/16	<p>Of the two options, curb lane v center lane, I notice there is bike lane option in the center lane plan and none in the curb lane. I think expanding a system of protective bike lanes is important. I can't see why there is no option in the curb plan. The illustration of the bike lane in the center lane option looks dangerous. Can't a system of bollards or other restraint be included?</p>

Date	Comment
5/6/16	<p>I am writing in support of advancing transit for Milwaukee County. The next feasible step is now in public hearings; I attended and read the material. A critical understanding of Bus Rapid Transit shows that all of the elements of BRT are essential to assure the fast services that this equipment and infrastructure requires. The plan before us now makes this assurance and bodes well for successful implementation. It is clear that a true rapid bus service will be a superior choice for a critical number of commuters. The trip will be faster, or superior to private transportation, and to our neighborhood bus system. The fare itself will cost less than parking a car. Nor will our wonderful Gold Line be able to compete with BRT. Dedicated lanes, and traffic light controls will give the BRT an edge and its speed will induce people to leave the car behind. Arriving, the rider will not have to hunt for a parking place but go directly to their destination. Other bus lines will serve the BRT in a way that allows the rapid bus to make fewer stops and save time for the bulk of their passengers. Additionally, Milwaukee's new streetcar will serve as one of the feeder lines to the BRT downtown. These two remarkable transit developments will open Milwaukee to building a modern transit system, rail and bus (neighborhood and BRT), working together to move people quickly between the two high density employment spaces in the County. Please give this entire project, and all of its elements, your warm support. Milwaukee County stands to gain a significant boost to its transit service with the addition of downtown to medical center bus rapid transit.</p>
5/7/16	<p>I fully support adding BRT routes, it's a great idea! You can never go wrong with adding more public transit.</p>
5/13/16	<p>Why are you conducting a public meeting at a private college location? Is this an attempt to limit public involvement in this process for the BRT? Where can the public park their autos if one would like to attend? Make that free parking by the way. Not much thought placed into this or maybe just what the county exec. prefers..... Please advise!</p>
5/13/16	<p>Unfortunately I had to miss your April presentations. Is there any plan to connect this system to the Mayfair Shopping Center area? You are so close! There are a number of hotels there, as well as the shopping center with its stores and offices and no connection to the Medical Complex. I live near Mayfair and am looking for alternatives to commute downtown. Right now it takes over 45 minutes on the 31 even if there is no traffic. Most people (me included) choose to drive. Thank you. Please put me on your mailing list. Barbara Stanton</p>
5/17/16	<p>Would it be possible to remove bike infrastructure from the BRT street, and instead ensure that it exists on nearby side streets running parallel to the BRT? I commute by bike and always avoid major streets, even ones with bike lanes, because the higher speeds of traffic on those streets makes biking unsafe and unpleasant. Rather than trying to squeeze bikes and buses and cars onto a single street, put bikes onto calmer side streets. Other cities, for example Portland Oregon, have very successful bike boulevards, where car traffic is slowed by low cost changes such as stop sign adjustments but where bikes are encouraged. As a biker I am asking you to please NOT include bike lanes on this route, but instead put that money towards making close by streets more bike friendly. Let cars and buses see this route as the fastest way for them to get around. Let bikes be on a quieter side street where they will have a safer and more enjoyable ride. Thank you.</p>
5/18/16	<p>I prefer the Blue Option down Wells Street - which provides better access to more of downtown, without leaving out important areas like the convention center and the Marquette campus. The green and red options make northtown less accessible, which makes a much longer walk for business people in northtown in the cold.</p>

Date	Comment
5/18/16	I'm unable to make the public hearing, but I would like to express my preference for the blue route. I believe it gets people to the places they want to go downtown and makes more sense logistically. Thank you for your consideration.
5/19/16	I support the BRT and the concept of the route -- Wisconsin to Hawley to Bluemound and then west. I would like more details -- like the type of buses to be used, whether there will be a dedicated lane, where that will be, etc. -- those are all big questions. The idea, though, is great and additional transit in Milwaukee is past due. Thanks!
5/19/16	Hi, I was unable to attend your meeting last night. I did attend the presentation at the art museum, and have been thinking about the project. I do own and drive a car. I live just blocks from the proposed route. I bike to work whenever possible, and would like an attractive public transportation option. I doubt that this would meet that need, because I do not work downtown. I have a few concerns and one idea. One concern is that I hope that if this BRT proposal goes through, it does not eliminate the GOLD line, or if it does, that the service times are the same. I do use the GOLD line on occasion to get to and from events downtown, and the current service running to 1:30 AM is extremely convenient. Another concern is that I hope that the addition of a BRT transportation option does not adversely effect automobile traffic. As you are well aware, the right-of-ways in the project area will generally not allow for additional pavement areas, so it is likely that either parking or travel lanes would need to be eliminated to accommodate dedicated bus lanes. This could make the commuting situation worse instead of better, leading to more gridlock and increased fuel consumption and carbon emissions. This leads to an idea. rather than creating dedicated bus lanes, it might be possible to extend the no parking zones near bus stops, and these areas could be dedicated as bus only lanes. Then the light for the bus zone could turn green before the lights for the main driving lanes, allowing the bus to get out into the travel lane ahead of traffic, greatly reducing travel times for the bus, without too much adverse effect for automobile traffic or parking.
5/19/16	The impact on parking in the our area (51st and Wisconsin) should be carefully considered. During Brewers season, we are parked up for every game with many of those parking patronizing businesses on Bluemound who offer shuttles. If parking on Wisconsin is eliminated or cut back, they would like be impacted.
5/19/16	Can you tell me at this time, since the May 18th meeting at Marquette, how many Comments you have received, either at a public meeting or on-line, which are positive, negative, or mixed regarding implementation of the BRT? What are some of the concerns for those with mixed responses? Thank you.
5/19/16	Bus Rapid Transit along this route does not make sense. I'm a very strong proponent of effective and appropriate mass transit, like building and expanding the streetcar to dense areas of the city. I think any effort and money spent on this project is being wasted, though. The Gold Line is a good bus route. I don't own a car, and I take it frequently. Several of the BRT improvements could be implemented on it. Traffic light priority, larger, better stations, and articulating or otherwise different buses could all be Gold Line features. It could be improved enough to increase its already high ridership. This route is relatively low density west of 35th St. I have lived in Story Hill, attended Marquette University High School, and commuted to work down this corridor. I don't think BRT would positively affect either of those neighborhoods, or positively impact commuting times. The route cuts through a purely residential area of Story Hill. Inner city transit riders near MUHS would not be taking the bus out to Wauwatosa. MUHS students do not take public transit because of their mostly outer-

Date	Comment
	<p>ring suburban homes. West of 35th St, this would not promote any new residential or commercial development. There simply aren't vacant lots there to develop. Homes are well-maintained and many have historical significance and rich architectural features. New development and redevelopment should be focused on vacant lots, like the many found downtown, in the near North side, in Walker's Point, etc. Who is this route for? Clearly not the people who need it and would use it. Wauwatosa residents tend to have cars, and cheap gas encourages them to stick to their own vehicles. This route, down Wisconsin Avenue, avoids the poor inner city residents who would fill buses. What is this route trying to be? Commuter transit from the outer suburbs? It's slower than the freeway flyer. An express bus route? That's already the Gold Line, which could be improved. A long-term, efficient, people-mover? That would be light rail or a streetcar, not buses. BRT in this case seems like a weird stop-gap. We aren't fully committing to mass transit by building commuter or a streetcar, but we aren't satisfied with our great fleet of buses. Please reconsider advancing this project in favor of better public transit projects, like expanding the streetcar system and minimizing traffic by encouraging dense urban development.</p>
5/23/16	<p>I feel it is critical to this projects success that it use dedicated median bus lanes wherever possible.</p>
5/23/16	<p>Using dedicated bus lanes is the most important aspect of this project. Median lanes in particular are crucial to increasing the quality of the service. Please include dedicated median lanes as part of the LPA.</p>
5/23/16	<p>I dont know how significant of an improvement this project would make if it does not include dedicated bus lanes. Center running lanes in particular provide the most promise for significantly improving bus service.</p>
5/23/16	<p>I particularly like the idea of using center running dedicated bus lanes. This has the potential to provide a service similar to light rail at a dramatically reduced cost. Of all the BRT features presented I think that is the most important.</p>
5/23/16	<p>Though it is the most expensive options I believe the dedicated bus lanes are what make this such an interesting proposal. The median lanes in particular because they dramatically reduce the conflicts with other vehicles. The most successful BRT systems have dedicated median lanes so it is important that they be included in our LPA.</p>
5/23/16	<p>The concept of using dedicated bus lanes is very intriguing. I totally understand how that can improve bus speed an reliability, particularly when you use a median alignment. Without them I am not sure this project would even be worth perusing.</p>
5/23/16	<p>I'd like to voice my support for the proposed BRT line, specifically the Blue Mound Road alternative. What better way to get traffic off the road than to incorporate mass transit! Too, it would be a great addition to Wauwatosa: already a very walkable community, this would connect residents with downtown in a very convenient way. Best regards.</p>
5/25/16	<p>Hi - I'd like to express my support for the proposed East West BRT along Wisconsin Ave and Blue Mound Rd. As a long time Story Hill resident, transit service is vital to this neighborhood and our environment. As you know, our neighborhood has a long record of opposing excessive expressway expansion and supporting high quality, 21st century transportation options. I believe that the BRT will help serve that purpose. However, I do have several suggestions regarding the proposed plan. These include:</p>

Date	Comment
	<ul style="list-style-type: none"> <li>- I prefer the "center lane" approach for the BRT line, with the bike lane running closest to the sidewalk.</li> <li>- At grade entry from dedicated, covered stations are essential to the viability of the BRT. If the center lane is used, this will require more dedicated pedestrian crossings to access the stations. Given Milwaukee's rather poor record of enforcing pedestrian crossing laws, signage will have to be greatly improved. I would also recommend provision of video ticketing at these crossings to encourage drivers to yield to pedestrians.</li> <li>- I am not sure about the need for a parking lane along the route, preferring instead provision of increased parking by expanding dedicated parking structures. This alternative would allow for the widening of sidewalks and improved streetscaping along the route, which I believe would be more beneficial to both businesses and residents. Frankly speaking, both Blue Mound and Wisconsin are generally ugly and could use a major facelift, which would enhance property values and improve economic development opportunities along the route.</li> <li>- It's vital to do this right since public sympathy for the project will be greatly enhanced if a high quality service is provided. Thus, if additional funding is needed (and absent expressway toll collection options and little State of Wisconsin support), I would encourage corporate and foundation fund raising efforts be pursued to ensure success. I have attached a photo diagram of a proposed BRT in Chicago, which may provide ideas for more design possibilities for project managers. And, as we move forward with the BRT, I would suggest the our motto be, "if Chicago can do it, Milwaukee can do it better!"</li> </ul>
6/2/16	Hi. Does the plan include tearing out the boulevard on Wisconsin Ave? I live at wisc ave near 49.
6/2/16	<p>As long time residents of the Story Hill Neighborhood, we are adamantly opposed to the proposal of bringing Bus Rapid Transit (BRT) to Milwaukee. We are of the opinion that the continual bus runs down Wisconsin Avenue and Bluemound Road will negatively impact the neighborhoods along the route by bringing increased noise and pollution, as well as pose safety hazards to children and bicyclists. We also do not believe that there will be increased ridership. People want to drive their cars. We would venture to guess that most people do not just drive their cars to work and back home. People that drive to work often have other places to go afterwards - running errands, shopping, dining out, medical appointments, family outings, etc. They will not want the inconvenience of having to go all the way back home on the bus, only to get in their cars and perhaps drive all the way back in the direction they just came from. It just does not make any sense. In addition, during the summer months there is already the baseball traffic to contend with and dedicating a lane for the bus on Bluemound will further jam up traffic. We are asking you not to support Bus Rapid Transit here in Milwaukee. We specifically located in the Story Hill area to live in what we thought would remain a family friendly area.</p>
6/3/16	I am absolutely interested in arranging a neighborhood meeting. Lets touch base next week.
6/5/16	Hi I am interested in the BRT service and I would like to know when the next meetings will be. I unfortunately missed the April and May meetings.
6/8/16	I would like to thank Milwaukee County for its leadership on the East-West Corridor BRT Study. Bus Rapid Transit will benefit existing and future residents, visitors, and workers, and will raise the status of Milwaukee as a 21st Century city that provides multiple, high-quality transportation choices. Plus, it will improve the travel experience for many people who already rely on bus service to access jobs and other activities. I think that the East-West Corridor between Downtown Milwaukee and the MRMC is an excellent choice for the first BRT line in the region. I encourage Milwaukee County, SEWRPC,

Date	Comment
	<p>WisDOT, the City of Milwaukee, the City of Wauwatosa, and other local agency partners to look for near-term opportunities to expand the system to serve other key neighborhoods (especially ones with low automobile ownership and high existing rates of bus ridership), and key destinations such as the Airport, University of Wisconsin-Milwaukee, Century City, Downtown West Allis, and others. Within the East-West Corridor, I fully support the recommended alignment to use Bluemound Road in Wauwatosa and to use Wisconsin Avenue between Marquette and Downtown Milwaukee. These particular roadways serve many businesses, other activities, and represent a direct, intuitive route that help connect the community. There are several locations along these roadways with excellent redevelopment potential, which could provide a large benefit to the local neighborhoods and to our broader region as a whole. I have several technical comments that are tied together by one important theme: design the BRT corridor so that it provides truly *rapid* transit service. All of the benefits of BRT that have been cited during this study—improving access to jobs, increasing land development potential, attracting new riders, reducing the need for expensive new automobile parking, etc.—are magnified by reductions in travel times. A large body of research shows us that when people choose how they travel, they place a premium on convenience and travel time. Reducing the typical bus trip between the MRMC and Downtown Milwaukee from 50-55 minutes to 35-40 minutes will benefit existing riders and has the potential to attract new riders and be competitive with driving. However, without these time savings, the BRT will just be a pretty bus traveling down the street, serving just about the same people that it does today. It will have little attraction to people who already drive, little potential to reduce parking demand, and have less potential to attract new development to station areas. Therefore, PLEASE DEVELOP A HIGH-QUALITY BRT SERVICE FROM THE START. Do not make compromises to save a little money or to appease a small number of loud opponents. Political support for improving the line or expanding to future corridors will be difficult to generate if a high-quality route is not developed from the start. To address this issue, I encourage Milwaukee County and its partners to include the following elements in the East-West Corridor to provide *rapid* transit service: 1) Keep the alignment on Wisconsin Avenue through Downtown Milwaukee, including between the Milwaukee River and 12th Street. Do not divert the route one block north to Wells Street. Wisconsin Avenue is Milwaukee's Main Street, serves more activities than Wells, and will be more intuitive for residents and visitors to use. Importantly, it will not involve diverting the route and forcing the buses to make additional left and right turns, which will add to travel time. 2) Provide dedicated bus lanes along the entire route. This includes on Wisconsin Avenue between the Milwaukee River and 12th Street. It is likely that designating bus-only lanes will require parking to be removed from several blocks of Wisconsin Avenue. It will be important to reach out to businesses along this street to discuss this change, but is important to recognize that on-street parking is a very low-value use of public space in the heart of the city. Plus, according to the City of Milwaukee's informational signs, there are typically hundreds of unused off-street parking spaces in parking structures within a few blocks of the relatively small number of on-street spaces that would need to be removed. Having people walk a little extra distance from their cars is a small tradeoff to provide excellent, high-quality, rapid transit service in Milwaukee's most prominent corridor. Dedicated lanes in other parts of the corridor—East of the River on Wisconsin and West of the Marquette Interchange—can be achieved by redesigning these sections of Wisconsin Avenue and Bluemound Road with one travel lane in each direction (plus turning lanes at key intersections) and dedicated bus lanes. The highest traffic volume in this corridor according to WisDOT traffic volume data is about 19,000 cars per day on Bluemound Road in Wauwatosa (most other sections are notably lower). Even that volume of automobiles can be accommodated with a single travel lane in each direction, potentially with a few brief periods of traffic congestion during peak travel periods on typical weekdays. But a small amount of congestion is a small tradeoff for a high-quality rapid transit corridor. Further, changing these parts of Wisconsin</p>

Date	Comment
	<p>Avenue and Bluemound Road so that they have one travel lane in each direction instead of two will likely help slow traffic speeds, improving safety for all travelers in the corridor (including pedestrians, motorists, and bicyclists), and it will change the character of the corridor from a high-speed automobile thoroughfare into a much more human-scale, slower street that supports local businesses and is an enjoyable place for local residents and visitors to spend time. 3) Provide dedicated lanes in the median of the corridor rather than along the curb. Median lanes will have fewer obstructions, allowing for more rapid transit service. In contrast, curbside lanes, even if they are designated as "bus only," will be blocked by right-turning vehicles (including right-turning cars waiting for pedestrians), blocked by delivery vehicles, blocked by cars that are parallel parking (on sections of the roadway with on street parking), and potentially slowed down by bicyclists. This will disrupt service. Median lanes will require constructing stations in the median, which is a little more expensive, but this is another worthwhile tradeoff for rapid service. The exception to this comment is between the Milwaukee River and about 5th Street, where a median station may not fit unless the roadway is closed to traffic completely. However, the station in this location could be developed along with the parking lot at 4th &amp; Wisconsin and provide a great interface with the Milwaukee Streetcar. So a curbside design could work very well there. 4) Consider removing some of the proposed station locations, since they are spaced relatively close together in parts of the corridor. Stations that are only 4 or 5 blocks apart do not support efficient, rapid transit since the bus will need to stop too often. Consider removing either the Wisconsin &amp; 8th or the Wisconsin &amp; 12th Station. Consider removing the Wisconsin &amp; 22nd Station. Consider removing the Wisconsin &amp; Jefferson Station. Thanks for considering my comments. BRT will be a great addition to the Milwaukee Region.</p>
6/9/16	<p>Can you please tell me at what time and where the Common Council and County Board approval committee meetings will be held? Thank you.</p>
6/11/16	<p>This is the single stupidest proposal I have heard in years. Despite your claims, removing traffic lanes from the primary route(s) from the west side to downtown, especially after failing to provide additional freeway capacity, and given that these streets are already ridiculously narrow at 2 lanes per direction, will only serve to exacerbate existing congestion issues. These routes are the freeway alternatives, and need to be enlarged or supplemented, not have lanes removed. In addition, you expect taxpayers to foot a bill for tens of millions of dollars to reduce bus travel time across town by a pathetic 10 minutes. In a city that experiences heavy winter snowfalls making transit a particularly unappealing option. Please provide additional information regarding the studies you used to determine that removing traffic lanes will result in alleviating congestion. In addition, please provide cost estimates for increased transit police and other operating costs.</p>
6/13/16	<p>I have heard that the new BRT system will include ten new free electric buses with state of the art traffic control technology. Is this true? Or what part of this is true? And what is the monetary value that our community stands to lose for the cost of these buses if we reject the BRT?</p>
6/13/16	<p>I am shocked. [We rely] on parking along the north and south sides of Bluemound Road. The city is very aware of this because we paid for the parking signs along the North side of Bluemound. To accomidate this bus way, [we] see all parking in our area eliminated along Bluemound. Being a business severely impacted by this project, why [weren't we] notified of these meetings? Will there be other public meetings? Will there be a chance for our voices to be heard?</p>
6/19/16	<p>This was not a feasibility study about BRT. Milwaukee County has already decided that there WILL be a BRT if federal funds are available. It should have been labeled as a route feasibility study since</p>

Date	Comment
	<p>there was no chance that the "consultants" would recommend not to build the BRT. In fact, this website gives a date for submitting a request for federal funds. The public hearings were perfunctory with no answers to questions raised by local residents most affected regarding the effect on traffic on Bluemound and Wisconsin Ave., whether the medians in Wisconsin Ave. and Bluemound will be replaced by bus lanes, etc. The job of the consultants was to make sure that all the boxes on the federal form were checked regarding public participation.</p>

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*Source: EastWestBRT.com comment form. Note: All personal information was removed from comments.*