



**RECORD OF
PUBLIC COMMENTS**

**MILWAUKEE COUNTY
TRANSIT SYSTEM
DEVELOPMENT PLAN**

volume one

COMMENTS RECEIVED
THROUGH MARCH 31, 2007

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RECORD OF PUBLIC COMMENTS

**MILWAUKEE COUNTY TRANSIT
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Prepared by the

Southeastern Wisconsin Regional Planning Commission
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May 2007

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RECORD OF PUBLIC COMMENTS

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN

INTRODUCTION

This report presents the public comment received on the Milwaukee County Transit System Development plan through March 31, 2007.

The report presents in a series of appendices:

- Written and oral comments received through March 31, 2007 (Appendix A).
- Attendance records of public information meetings held February 27, 2007, through March 10, 2007 (Appendix B).
- Newspaper articles and editorials concerning the Milwaukee County Transit System Development Plan (Appendix C).
- Materials announcing the four public information meetings and summary materials distributed at those meetings (Appendix D).

The following section provides a summary of the comments received.

SUMMARY OF COMMENTS AND RESPONSES

Through March 31, 2007, a total of 212 comments were received regarding the Milwaukee County Transit System Development Plan. The comments were provided on comment forms available at public information meetings, or to court reporters at those meetings, or via letter, e-mail, telephone, or through the Commission website for the Milwaukee County Transit System Development Plan (www.sewrpc.org/milwcotdp).

Comments in Support of Transit Service, Dedicated Funding, or a Specific Service Provided by the Milwaukee County Transit System

A total of 71 people expressed support for the Milwaukee County Transit System in general, support for dedicated funding for public transit service, or support for a specific service provided by the Milwaukee County Transit System (MCTS). The following are specific subjects addressed in the comments:

- A total of 25 people asked that service not be cut, including freeway flyer and paratransit service.
- A total of 19 people expressed support for a dedicated source of funding for transit service, including three who supported using the sales tax, and ten who supported using vehicle taxes such as wheel taxes, license fees, tolls, and/or gas taxes.
- Eight people expressed support for using a regional approach or a regional transportation authority to fund and operate transit service.
- Seven people expressed support for adding fixed guideway transit systems such as light rail or commuter rail to the current bus transit system.
- Four people expressed support for the MCTS Transit Plus paratransit service.
- Four people expressed support for the UBUS and UPASS programs for University of Wisconsin-Milwaukee students.
- Four people expressed satisfaction with the wheelchair accessible lifts and ramps on MCTS buses, including two who noted that they are cost-saving to Milwaukee County since they allow disabled persons to take the bus instead of using Transit Plus. One person specifically noted that Transit Plus is not a reliable service for getting to appointments on time.
- One person expressed support for the Milwaukee County bus driver's union (Local 998).

Comments in Opposition to Dedicated Funding, a Regional Authority, or to Fixed Guideway Express Transit

- One person expressed opposition to imposing an additional sales tax to fund public transit. This person expressed support for using the \$91.5 million in unused Federal Interstate Cost Estimate (ICE) funds for funding the transit system.
- One person expressed opposition to attempting to create a regional authority or use a regional approach to transit service.
- One person expressed opposition to adding light rail to the current bus transit system.

Comments Regarding Improvements to Transit Operations

A number of comments were made regarding MCTS transit operations:

Restoring Cut Services

- Three people expressed general support for restoring transit services that have been cut over the last six years.

- A total of 11 people expressed support for restoring the express bus services formerly provided by Routes Nos. 1X, 2X, and 3X, including one person who expressed support for crosstown express service on all heavily-traveled routes, and one person who expressed support for using reserved lanes, signal priority, and “bulb-out” bus stops for express bus service. In addition, two people expressed concern with Mayor Tom Barrett’s COMET express transit service proposal including one who opposed the route alignments in the COMET proposal, and another who expressed concern that the COMET express service would compete with MCTS bus service for transit funding.
- Three people expressed support for restoring Route Nos. 16 and 64 service to Hales Corners.
- Two people expressed support for restoring service to Whitnall Park on weekends, including one person who expressed support for more service to Milwaukee County parks in general.
- Two people expressed support for restoring service frequency on Route No. 35 to Southridge Mall, including one who stated that the lack of service beyond the intersection of Loomis Road and Edgerton Avenue before 9:00 a.m. makes it difficult to take the bus to work or school.
- One person expressed support for restoring Route No. 50 on Morgan and Howard Avenues.
- One person expressed support for restoring service frequency on Route No. 80 south of College Avenue.
- One person expressed support for restoring Route No. 52, in order to allow Route No. 15 to be restored to the alignment followed in the early 1990’s, when it entered Cudahy via Chicago Avenue.

Service Frequency (Local bus routes)

- A number of people expressed support for more frequent transit service in general, including two people who specifically supported implementing 10 minute headways at all times on trunk routes, and one person who supported peak-period headways of less than 10 minutes on all routes.
- One person stated that more frequent service was needed on some routes because some buses are too full to stop to pick up wheelchair passengers.
- One person expressed support for using “clock” scheduling which would make service times at stops easy to remember.
- One person expressed support for more frequent service to suburban communities.
- One person expressed support for more frequent transit service during peak periods on Route Nos. 19, 21, 27 and 35.
- Two people expressed support for more frequent service on Route No. 76 north of Bradley Road, including one person who expressed support for more weekend and late night service on that route north of Mill Road.
- One person expressed support for more service on Route No. 23 to the Park Place office center.
- One person expressed support for more frequent service on Route No. 35 in the evening period.
- One person expressed support for more frequent service to the south side.

- One person expressed support for more frequent service on Route No. 27 south of Morgan Avenue, stating that there are many businesses along 27th Street that justify more transit service.

New Routes, Route Extensions, or Route Alignments

Three people provided general comments regarding new bus routes:

- One person expressed support for creating new routes to serve the transportation needs of the current population.
- One person expressed opposition to creating new routes, stating that the transit system should focus service on existing routes in densely developed areas to save costs.
- One person stated that the transit system should reconsider using jitneys, or neighborhood circulator buses, for people going short distances.

Regarding transit service to northern Milwaukee County and beyond, a number of people provided specific comments regarding new bus routes, route extensions, or suggested route alignments:

- Two people expressed support for more east-west bus service in northern Milwaukee County, including one who expressed support for an east-west route on Bradley Road, and another who expressed support for more east-west service on Brown Deer Road.
- One person expressed support for creating a route extension to the MATC Mequon Campus at 5555 Highland Road.
- One person expressed support for extending a bus route to the University School of Milwaukee at Fairy Chasm Road and Range Line Road in River Hills.
- One person expressed support for creating a route extension to the intersection of Green Bay Road and Good Hope Road in Glendale.
- One person expressed support for creating a bus route serving Germantown in Washington County.

Regarding transit service to eastern Milwaukee County, a number of people provided specific comments regarding new bus routes, route extensions, or suggested route alignments:

- Three people expressed support for service to and from the Lake Express Ferry Terminal at 2330 S. Lincoln Memorial Drive, including one person supporting seasonal service from April through October.
- One person expressed support for extending Route No. 62 to the Downer Avenue commercial area.
- One person expressed general support for improving the bus services for UW-Milwaukee students in the eastern portion of the County.
- One person expressed support for rerouting Route Nos. 21 and 30, stating that Route No. 21 should extend to UW-Milwaukee every day in place of the Route No. 30-Downer branch.

Regarding transit service to western Milwaukee County and beyond, a number of people provided specific comments regarding new bus routes, route extensions, or suggested route alignments:

- Four people expressed support for rerouting service to Mayfair Mall, including three who expressed support for extending Route No. 11 to Mayfair Mall in place of Route No. 31 west of 60th Street, and one person who suggested extending Freeway Flyer Route No. 45 to Mayfair Mall.
- One person expressed support for extending Route No. 22 west to the intersection of 92nd Street and Grantosa Drive, and rerouting Route No. 57 to extend on Lisbon Avenue to the intersection of 100th Street and Lisbon Avenue or the intersection of 124th Street and Capitol Drive.
- One person expressed support for extending Milwaukee County transit routes farther into Waukesha County.

Regarding transit service to central Milwaukee County, a number of people provided specific comments regarding new bus routes, route extensions, or suggested route alignments:

- Two people expressed support for extending Route No. 19 west on Greenfield Avenue, including one who expressed support for eliminating the 11th Street branch of Route No. 19 and changing it back to Route No. 37.
- Two people expressed support for a bus route south on Miller Park Way to the intersection of Oklahoma Avenue and Forest Home Avenue, including one who expressed support for extending Route No. 19 from Greenfield Avenue south on Miller Park Way to serve a new Pick ‘n Save store at the intersection of Lincoln Avenue and Miller Park Way.
- One person expressed support for more bus routes serving Miller Park before and after baseball games, such as routes operating over National Avenue, North Avenue, State Street, and 35th Street.
- One person expressed support for rerouting downtown buses from Wisconsin Avenue to Michigan Street for westbound buses and Wells Street for eastbound buses, stating that fewer buses on Wisconsin Avenue might encourage businesses to locate downtown.
- One person expressed support for rerouting the Route No. 30 Maryland branch along Prospect Avenue between Wisconsin Avenue and Ogden Avenue, stating it would serve elderly housing near Juneau Street and Prospect Avenue.

Regarding transit service to southern Milwaukee County, a number of people provided specific comments regarding new bus routes, route extensions, or suggested route alignments:

- Five people expressed support for more service in the Cities of Oak Creek and Franklin, including one person who expressed support for an east-west route on Rawson Avenue, one person who expressed support for extending Route Nos. 15 or 80 along Rawson Avenue, one person who expressed support for extending Route No. 219 west to link with Route No. 27 in order to connect residents of 27th Street with jobs in Oak Creek, and one person who expressed support for extending transit service south on 27th Street to serve new development in the City of Franklin, and suggested that study staff meet with officials from the Cities of Franklin and Oak Creek prior to developing the final recommendations of the transit development plan.
- Four people expressed support for extending Route No. 28 south into the Village of Hales Corners, including one person who expressed support for extending the route all the way to Southridge Mall along Grange Avenue.

- Two people expressed support for route extensions down Forest Home Avenue, including one person who expressed support for extending service to the Social Security office at the intersection of Forest Home Avenue and 84th Street, and one person who expressed support for extending Route No. 14 to the intersection of Forest Home Avenue and 108th Street, and extending Route No. 55 west to the intersection of Layton Avenue and Forest Home Avenue.
- One person expressed support for extending Route No. 76 south on 76th Street to the intersection of 76th Street and Rawson Avenue.

Freeway Flyers

A number of people made comments specifically regarding improvements to Freeway Flyer service:

- Four people expressed support for more frequent night service for Freeway Flyer routes, including one person who stated that the lack of night service for UBUS and Freeway Flyer routes limits University of Wisconsin-Milwaukee students' ability to take night classes or work on campus.
- Two people expressed support for scheduling Freeway Flyer routes for reverse-commute purposes, including one person who expressed support for allowing passengers to travel on outbound trips.
- One person expressed the need to continue operation of Route No. 47.
- One person expressed support for more service on Route No. 143 to and from the Saukville Wal-Mart.
- One person expressed support for using park and ride lots as transfer centers and using freeway flyers to shuttle people between different parts of the county.

Fares, Tickets, and Passes

- Four people commented that the current bus fares are too expensive, including two who specifically noted that they are too expensive for families with many children.
- A number of people expressed support for offering a greater variety of passes, including three people who expressed support for rechargeable "smart" fare cards, three people who expressed support for a day pass, two people who expressed support for a monthly pass, and two people who expressed support for monthly or weekly passes for seniors.
- Two people expressed support for offering more locations to buy tickets and passes, including one person who expressed support for having vending machines sell tickets and passes.
- Two people expressed support for increasing the time period for which transfers are valid to two hours, including one person who specifically stated that transfers should be honored for longer periods on weekends when there is infrequent service.
- Two people expressed support for eliminating transfers altogether.
- One person expressed support for considering a "no fare" zone in downtown Milwaukee.
- One person expressed support for installing fareboxes that do not require exact change.
- One person expressed support for offering a discounted student fare on Freeway Flyer routes.

Making Transfers Easier

- Two people expressed support for allowing bus drivers to communicate so transferring passengers can catch buses from intersecting routes
- Two persons expressed support for having bus schedules that incorporated timed transfers.

Comments Regarding Suggested Capital Improvements

Many comments were provided regarding specific capital and fixed facility improvements:

- A total of 52 people expressed support for installing bike racks on the front of Milwaukee County Transit buses.
- A number of people expressed support for the purchase of alternatively-fueled buses, including three people who expressed support for electric buses or trackless trolleys, and three people who expressed support for buses fueled by ethanol or bio-diesel.
- A number of people expressed support for the purchase of different kinds of buses, including two people who expressed support for smaller buses to serve less-crowded routes, two people who expressed support for buses which would have a more quiet and comfortable ride and would be more attractive and “modern looking”, and one person who expressed support for articulated buses on heavily traveled routes.
- A number of people expressed support for technological improvements, including three people who expressed support for an internet-based trip planner and two people who expressed support for having real-time bus location information online and “next bus” arrival times displayed at bus shelters.
- Three people expressed support for having a staffed transit information store or kiosk downtown, including one person who suggested using the Downtown Transit Center as such.

Bus Stops

- Two people expressed support for installing more shelters at bus stops.
- Two people expressed support for removing bus stops in order to make bus service faster.
- One person expressed support for allowing passenger drop-offs and pick-ups at places other than stops during off-peak periods.
- One person expressed support for clearing bus stops of snow to make boarding easier for elderly and disabled individuals.
- One person commented that the eastbound bus stop at the intersection of Silver Spring Drive and 64th Street has a concrete pad that slopes too steeply towards the street, making it difficult for wheelchair passengers. This person also expressed opposition to the removal of eastbound bus stops at the intersections of Silver Spring Drive and 66th Street and 62nd Street.
- One person commented that one of the bus bays at Bayshore Mall is not wheelchair accessible because it does not have a curb ramp in the sidewalk.
- Two people commented on the manner in which buses “leapfrog” downtown bus stops, so that not all buses stop at each stop. This policy allows buses to move efficiently through the downtown area and

avoid “bunching” with other buses. One person stated that the Route No. 30 bus should stop at the intersection of 6th Street and Wisconsin Avenue, in order to coordinate with the Route No. 80 airport bus. Another person commented that “leapfrogging” makes it inconvenient to ride the bus a few blocks in the downtown area.

- One person expressed support for having Route No. 30 buses stop at the intersection of Wisconsin Avenue and Van Buren Street when they turn left from Wisconsin Avenue.
- One person expressed support for moving the southbound bus stop at the intersection of 6th Street and Wisconsin Avenue one half block south on 6th Street, in order to prevent blocking the windows of a restaurant by the current stop location.
- One person expressed support for moving the last southbound stop on Route No. 48 to the west of the intersection of Ryan Road and Howell Avenue, in order to serve commercial and local government buildings on the west side of that intersection.

Comments Regarding Milwaukee County Transit System Policy, Marketing, or Public Relations

A number of comments were made suggesting specific changes to MCTS operating policy, marketing, and public relations efforts.

- A number of people expressed concern for safety and comfort on the buses, including three people who stated that schoolchildren should ride their own buses, one person who stated that Route No. 15 is not safe because of the large number of students using the route, one person who stated that uniformed police should ride on buses, and one person who stated that windows should be repaired on all buses.
- A number of people expressed support for using creative funding measures, including one person who expressed support for leasing the first floor of the Downtown Transit Center, one person who expressed support for selling commodities on buses, one person who expressed support for merging with another bus or transit system to save costs, one person who suggested increasing the amount of advertising revenue by raising advertising fees, and one person who expressed support for raising money through fundraisers, craft fairs, or “adopt-a-bus” campaigns.
- Four people expressed support for lowering the volume of the on-bus Transit Television programming.
- Three people expressed support for increasing ridership by using advertising to market public transportation as a desirable travel alternative.
- Two people expressed support for requiring MCTS employees to ride the bus regularly.
- One person stated that bus schedules should be printed less frequently to save money.
- One person stated that the size of the paper schedules is too big and inconvenient.

Comments Regarding Specific Information in the Draft Transit System Development Plan or the Location of Public Information Meetings

- One person commented that the plan should report paratransit revenue and expenses separately from transit revenue and expenses. This person also commented that in addition to showing the amount of funding Milwaukee County provides for the transit system, the plan should show the amount of funding Milwaukee County provides for other transportation like street paving and maintenance. The plan should compare the amount of money spent on all transportation projects (including both transit and roads) in each Wisconsin county.

- One person commented that the plan does not reflect new and future growth in the City of Franklin along 27th Street, including the new Northwestern Mutual Life Insurance Company complex and a future Wheaton Franciscan Healthcare clinic. This person also suggested that study staff meet with officials from the Cities of Franklin and Oak Creek prior to making the final recommendations in the transit system development plan.
- One person expressed support for text in the newsletter and at public informational meetings stating the importance of maintaining a good transit system. This person suggested adding the following reasons for maintaining a good transit system: providing public transit is a necessary component of an overall strategy to deal with both climate change from fossil fuels and high gasoline prices due to smaller supplies and higher demand for oil; public transit offers an alternative for drivers who are unsafe because of their abilities or their vehicles; global transit users help reduce the demand for gas and therefore the pressure on the price of gas; and public transit is important for university students who rely heavily on transit.
- One person expressed support for holding a public informational meeting at the University of Wisconsin-Milwaukee Campus.

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Appendix A

**COMMENTS RECEIVED THROUGH MARCH 31, 2007, REGARDING
THE MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN**

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Appendix A-1

WRITTEN COMMENTS RECEIVED BY MAIL, E-MAIL, OR ONLINE COMMENT FORM

To: MilwaukeeCountyTDP

Subject: Comment on Milwaukee County Transit System Development Plan: 2006-2010

Submitted: 9/12/2005 8:17:15 PM

Name: Karen Francisco

Organization: Private Citizen

PO Box/Street: 4936 S 65th Street

City: Greenfield

State: WI

Zip: 53220

Comments: Has any consideration been given to using the existing Park and Ride Lots to transport people from lot to lot rather than from the lot to downtown? The Watertown Plank lot for example is located near the Medical Complex, Mayfair Towers and Mall, and Research Park. If people could get to the Watertown Plank Lot perhaps the MCTS bus could extend its route to travel up and down Mayfair Rd or through the Medical College Complex. It might be possible to also approach the commercial and business contacts in those three areas to see if a shuttle bus system may be set up on a provisional basis to see if workers in each segment could be encouraged to use this approach. When I worked downtown, I took the Freeway Flyer from Southridge or Loomis to downtown. Now that I would in the Mayfair area, in order to get to work I would currently need to take the flyer downtown and then take a different flyer to Watertown Plank. Then I would need to walk or connect with another bus line near but not directly off of the Park and Ride Lot. I would think that as gas prices increase and alternate ways to move traffic are considered, this approach could have some value. Thanks for your time. Karen Francisco

To: MilwaukeeCountyTDP

Subject: Comment on Milw TDP 11-21-05

Submitted: 11/21/2005 4:36:39 PM

Name: Patrick Hallberg

City: Milwaukee

State: WI

Zip: 53208

Comments: I believe that the study should include Looking Into switching to different sorses of fuel such as Ethanal Diesel Ext. and Building More a Nother Bus Depot & 27th & Drexel or Howell & Rawson South Milwaukee County, and North Milwaukee County Like 76th & Good Hope or Teutonia & Good Hope Ext. as well as having some Publice contact people in the Downtown Transic Senter.

From: Sosnowski, LauraAlthea

Sent: Monday, March 27, 2006 12:53 PM

To: MilwaukeeCountyTDP

Subject: improving bus and other transit options: plastic cards

One idea that I have not heard proposed is using a plastic card, rechargeable like a Walgreen's or McDonald's card, so that riders do not have to fumble with change as they board. Passengers could also board faster. I am sure that kids will take to this very quickly. Alternatively, you might consider a monthly pass as another option to the weekly pass. Both these options are available in other cities and their ridership is good. Thank you for listening.

-- Question everything--

-- Have a good day,

Yours, Laura Althea Sosnowski

From: Adan Cohan

Sent: Friday, April 28, 2006 1:53 PM

To: MilwaukeeCountyTDP

Subject: bio diesel

Hiya

My name is Adam Coon, I'm a student at UW-Milwaukee. I often ride the buses around town and as an environmental science major am constantly thinking about different clean up opportunities in our Milwaukee communities. So I was just curious as to know some of the figure in relation to biodiesel engines. What would be the cost range for converting already existing engines over to biodiesel or otherwise new engine implementation in the 2007-2008 fleets. These new cleaner engines and renewable fuel sources could be a huge advantage to our strides to sustainability and healthier living areas. Please email back and let me know so I can further pursue these goals. Thanks -Adam-

To: MilwaukeeCountyTDP

Subject: Comment on Milwaukee County Transit System Development Plan: 2007-2011

Submitted: 2/14/2007 8:59:24 AM

Name: Barbara Truitt

PO Box/Street: 9418 N Green Bay Road Apt 111

City: Brown Deer

State: WI

Zip: 53209

Comments: Please try to find alternatives to increasing fares and cutting service once again. That's been the answer for too long. How about smaller buses that are more economical to run for some of the routes that have limited ridership and some of the low-ridership routes at night and on weekends? Also, I don't want to see flyer routes cut, since that destroys the links that allow people in more outlying areas to come into the metro area to work. Parking downtown is far too expensive to drive to work, and the cost of gas seems to edge up and up. In my own case, I use the 49 flyer, which normally gets downtown in about 20 minutes. My alternative would be Route 12, which, the last time I used it, took about 1 hour and 15 minutes to arrive at my destination.

To: MilwaukeeCountyTDP

Subject: Comment on Milwaukee County Transit System Development Plan: 2007-2011

Submitted: 2/14/2007 9:02:58 PM

Name: Jesse Ambrowiak

PO Box/Street: 707 East Burleigh Street

City: Milwaukee

State: WI

Zip: 53212

Comments: 1) A major issue with the transit system today is with the routes. The routes in use were developed for the needs of my grandparents and aren't really serving the needs of many people including myself. 2) Also, if the goal is to make transit an attractive alternative for moving people, 20 minute headways cannot be viewed as adequate. 10 minute intervals should be the goal for well-traveled routes and 15 minute intervals should be the bare minimum for all normal routes. As you have concluded, service drives ridership, many people that have alternatives to the bus, don't want to wait. 3) Make the drivers go faster. I understand the need to keep to a schedule, but so many times the buses pull over and just sit there, trying to match their schedule. The schedules need to change to reflect real driving conditions. 4) Express service like the 'Metrolink' that was eliminated, should be brought back. It was very fast and to go across town, no one needs to stop every other block.

2007-02-14 Extended bus route for MATC North Campus

From: Gary Bennett

Sent: Wednesday, February 14, 2007 6:03 PM

To: MilwaukeeCountyTDP

Subject: Extended bus route for MATC North Campus

We have County Transit transportation to all campuses except for the campus in Nequon. There are program classes out in that area, but very limited transportation to the campus. It would be in the best interest to plan a limited route to the campus up until 10pm in the evening. Classes do continue until that time at night, but student are stuck on ways to get back to Milwaukee County since the 143 route but places a short time limit on the times student can be transported to the campus. Please assist the students for the up coming year so that we will have no problems getting to classes and returning home (Milwaukee County).

Thank you

To: MilwaukeeCountyTDP

Subject: Comment on Milwaukee County Transit System Development Plan: 2007-2011

Submitted: 2/15/2007 4:11:47 PM

Name: Brian Peters

Organization: IndependenceFirst

PO Box/Street: 600 W Virginia Street

City: Milwaukee

State: WI

Zip: 53204

Comments: A regional approach to transportation, including bus systems, is much needed for economic prosperity, not to mention environmental reasons. When bus systems are fragmented, it is very difficult for low-income people without reliable access to automobiles to hold jobs, travel, spend money, and contribute to the region's economy. For people with disabilities, it also is important to have a good public transportation system (buses, trains, paved sidewalks, etc.) so that people who may not be able to own/use private auto still have options and ways to hold jobs, go to medical appointments, etc.

From: Carolyn Weber

Sent: Monday, February 26, 2007 11:56 AM

To: MilwaukeeCountyTDP

Subject: Re: Planning Meetings

Hello,

I am interested in going to one of the meetings but I am a Riverwest resident as well as a UWM student. All the locations are not easy for me to get to as well in areas I am not comfortable being in alone at night.

UWM students have a lot to say and comment/suggestions with the transit system. We use it everyday to get to school and work. I use it to save on parking costs on campus. Yet our bus service keeps getting cut to UWM.

Is it possible for you to work with the UWM parking and transit to hold a meeting on the UWM campus?

Thank you for your time,

Carolyn Weber

Public Informational Meeting
February 27, 2007
Milwaukee County Transit System Development Plan: 2007-2011
Comments of Richard S Schreiner
912 East Pleasant Street
Milwaukee, WI 53202
[REDACTED]

As background for my comments, I would like to briefly describe my personal and work situations and how they relate to Milwaukee County Transit System (MCTS).

I have lived for over 20 years on the Lower East Side. At my address, I am situated an equidistant 2 blocks from each of the following MCTS routes: 10, 14, 15, and 30. Since 1987, I have used transit to get to and from work. This includes a time working on the Northwest Side when I was able to use now defunct Route 1 and 49 express services.

I have "one seat rides" to most of my destinations. Many others are reached with relatively easy transfers, but this is not always the case, as I shall discuss later.

I am currently employed as a Product Development Engineer at Johnson Controls, Inc., a company that participates in the Commuter Value Pass (CVP) program. Prior to being eligible for the CVP, I purchased tickets or a weekly pass as needed. Johnson Controls also participates in the Leadership in Energy and Environmental Design (LEED) program. One component in LEED certification is access to public transportation.

I am a 7-day per week transit user. That is to say: in addition to commuting, I use MCTS for shopping, doctor's appointments, volunteer opportunities, and entertainment (MCTS is my "designated driver").

All this is possible because of where I live. I am well aware of the limitations for those not so fortunately situated. I know from personal experience what it's like to stand for 20 minutes in the rain with no shelter waiting for a #67 to #18 transfer, for example.

Some years ago, we made the transition from a 2-car household to a 1-car household. If I consider the savings of not having a second car, I can state with reasonable certainty that I get more than my money's worth out of whatever taxes and fees I pay to support MCTS.

Here lies one of the first conundrums of marketing MCTS as a discretionary transportation choice. Most people do not consider the fully burdened cost per mile of operating a car. They consider most of the cost of car ownership to be a sunk cost. In their mind's eyes, the cost of driving vs. taking the bus appears to be the difference of gas vs. bus fare. As long as the US retains a public policy of low gas prices and subsidized roads, it appears cheaper to just drive. Unless speed and frequencies are improved drastically the current service is unlikely to attract large numbers of discretionary users.

The second challenge is to improve the image of MCTS (and public transit in general). There is the widely held perception in our area that transit is only suitable for those outside of mainline US society. Sadly, this view encompasses just about every imaginable prejudice from race to income.

I also regret to note that political, civil, and business supporters of transit in Milwaukee are largely ineffective. Few, if any, can stand up and say "this is personally important to me and my family". Rather we get leaders who stand up and recite all the benefits of transit, but their actions say "I support transit - for others to use". As the old saying goes: with friends like these, who needs opponents?

Now to some of the details from the presentation at the plan's public informational meeting:

- There seems to be a near obsession with getting MCTS off of the property tax. This might be a good thing, but I would ask: if we do this, why not get all transportation expenses off of the property tax? Most people are unaware of how much expense associated with local roads comes from the property tax. **My recommendation for your report is to clearly show how much other transportation is funded from the property tax (city and county).**
- **I don't believe that this study should get involved with regional issues.** It's clear that the political consensus in Waukesha County (and other adjoining counties) is to have little or nothing to do with transit. While I strongly disagree with that consensus, there's no point in banging our heads into that wall. Any service that might be agreed to by adjoining counties would be of a token nature and only dilute resources that are urgently needed within Milwaukee County.

It's unfortunate that land use policies have caused so many jobs to migrate out of Milwaukee County. However, this is problem that transit cannot remedy on its own. A larger policy change is needed.

- **I also think that this study should NOT be linked to the KRM project.** While coordination of services would be wonderful, I recommend that we get KRM done first and let the demand for connecting services grow organically.
- I was surprised to see that MCTS revenue / expense charts included (from 1990) the mandated paratransit services. **I recommend that paratransit revenue / expenses be reported separately from those of the fixed route system.**

In past years, we've seen the county successfully argue that the court system needed state support since it was a mandated program. I think that paratransit is analogous.

In addition, people tend to compare the perceived economics of transit with those of roads. Roads have no comparable mandate. The DOT doesn't have to provide a "paracar&driver" or "parataxi" to those who are unable to drive a single occupant auto on public roads. Therefore, I think paratransit should be separated from your data, and ultimately from the MCTS budget.

- As for the funding debate, I think more state support is crucial. Getting consensus among legislators however is clearly a challenge. We need to approach this as a fairness issue. **I recommend that your study show how many state funded transportation projects are unique to counties outside of Milwaukee.**

Just as Waukesha County residents say "I don't want to pay for something I don't use", I could counter that my tax dollars spent to widen roads, repave freeways, and install new interchanges in their county are useless to me. Hundreds of miles of highway improvements in northern Wisconsin are of little utility to me. Yet, unless someone redraws political boundaries, we're in this together.

Thank you for this opportunity to comment on the future of our valuable MCTS service. I look forward to submitting amended or additional comments as the study proceeds.

From: Beth Lentz
Sent: Wednesday, February 28, 2007 10:00 AM
To: MilwaukeeCountyTDP

Subject: Public Comments for Transit

I would like to submit some comments/suggestions for the Milw. Transit system,

Could you renew the route that goes into **Whitnall Park**? Possibly the **#55** could do a leg into the park, at least on weekends when people would want to spend time there. You can't get there without a car otherwise.

For winter, when Whitnall Park has the toboggan run running, could you extend the bus that used to go into Whitnall Park to do a drop off by the toboggan run. It wouldn't be needed for the summer. Whitnall Park would also earn a lot more revenue from city consumers that way.

Even if the route went into Whitnall Park every other bus on weekends, it would help for people who would like to spend the day there.

Budget on bus routes could be helped by merging the bus that goes into the city center of Greendale with the #55 current route as well.

When the city opens up family oriented attractions that are off the current bus line, but still within limits of those lines, could the bus company think in a flexible way to open those areas up to the public? Even if on a temporary basis.

A perfect example of this is the ski hill on **76th Street**. A bus doesn't go to it. By taking every other bus just a little further down 76th Street in the winter, the **ski hill** could have hundreds more customers and you would have 100s more riders in winter! And that ski hill has been there a long time. Why wouldn't the Milw. Transit Co automatically do this, just based on handiness of the bus line and the popularity of the attraction?

I hope you will consider these suggestions and thank you for this opportunity.

Beth

From: Nancy Davlantes
Sent: Saturday, March 03, 2007 4:59 PM
To: MilwaukeeCountyTDP

Subject: Milwaukee County Transit System Development Plan

I attended the public hearings on the transit development plan at the United Community Center on February 28, and would like to make the following comments/observations:

First of all, I believe that, in addition to the practical, economic, and social issues, a metropolitan area the size of Milwaukee County has a moral obligation to provide mass transit service that reaches the entire area. The idea that our still-excellent bus system may go the way of the dodo in favor of more freeways, more cars, and more congestion is something that no planners or politicians worth their salt can allow to happen—not when the issue of global climate change is finally getting the recognition and the publicity that it deserves.

It's also a moral issue because cuts in public transit hurt those who can afford it least. I'm not one of them—not only do I have a car, but I have free parking should I wish to drive to work downtown. However I take the Freeway Flyer because of a lifelong commitment to public transportation and because I actually like to ride the bus. I have been impressed with the on-time service, the overall courtesy of the transit drivers, and the efficiency of the routes and schedules.

I believe that mass transit is as much a part of the fiber of this area as the museums and performing arts venues. I support many of them, even though I don't use them. They are as important to this county as its once-premier park system, now also suffering from a lack not only of money, but of vision.

Rather than planning on spending millions on widening freeways, the money should be going to a combination of light rail, high-speed rail, express bus service, and expanded regular bus service to areas now under served. Once an integrated and efficient system is in place, people will want to use it. This area -- indeed this planet -- cannot afford to encourage the use of passenger cars over mass transit. And if a special tax is required, so be it.

Instead of backing away from all forms of tax increase, planners and politicians have to think about what it is those taxes provide -- they provide for the common good.

Thank you for considering my comments.

Nancy Davlantes
5983 Sugarbush Lane
Greendale, WI 53129



www.bfw.org

Chuck Strawser
Interim Administrative Manager, Madison

Jack Hirt
Interim Program Manager, Milwaukee

Board of Directors

Scott Ashit
Recreational/Collector, Milwaukee

Ken Bates
Recreational, Columbus

Craig Bredt
Fitness, Waukesha

Bill Hauda
Touring/Recreational, Spring Green

Amy Heart
Commuting/Mountain, Stevens Point

Chris Kegal
Commuting/Retail, Milwaukee

Dick Kendall
Recreational/Commuting, Appleton

Laura Krotchky
Mountain/Recreational, Madison

Mark Madison
Recreational, Oshkosh

Edith Meris
Recreational, Fitchburg/Waushara

Eric Schwann
Commuting/Touring, Madison

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Kenneth R. Yunker, P.E.
Deputy Director
Southeastern Wisconsin Regional Planning Commission
PO Box 1607
Waukesha, WI 53187

RE: Public Input on Milwaukee County Transit System Development Plan 2007-2011

Mr. Yunker,

I am currently the Interim Project Manager for the Bicycle Federation of Wisconsin, a non-profit bicycle advocacy group, and I work out of our Milwaukee office. Please read this letter as it is intended to be my public input comment about the recent Transit Plan.

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. The plan states that an area that needs improvement in the service area of the transit system. Adding bicycle racks to the front of buses would address this problem by providing access to transit for individuals who have a greater distance between their residence and the bus stop or from the bus stop to their destination. In addition it would provide better access for Milwaukee County residents to surrounding counties.

I also want to point out that the demographic using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have shown (which are fully documented and cited in the attached document) that over 45% of users come from households without cars, 60% of users do not hold a valid driver's license, and users are usually male who have an annual income between \$20,000 and \$30,000.

I highly encourage you to read the enclosed document which highlights benefits and statistics about bicycle racks on buses. Please consider incorporating bicycle racks on buses in all transit planning activities.

Sincerely,

Jack E. Hirt
Interim Program Manager
The Bicycle Federation of WI
414.271.9655
jack@bfw.org

BIKE RACKS ON BUSES

BICYCLE FEDERATION OF WI

Bike Racks on Buses in Milwaukee

Efficient and affordable public transportation systems are essential to successful cities. Communities that invest in public transportation realize enhanced development and prosperity. According to the American Public Transportation Association, every \$10 million invested in capital projects yields \$30 million in business sales. Milwaukee is in need of economic development and more jobs—investment in public transportation can bring these changes.

As outlined by Southeastern Wisconsin's Regional Planning Commission (SEWRPC), the Milwaukee County Transit System (MCTS) is potentially facing severe service cuts which would result in "a significantly smaller transit system...operating with shorter service hours and with less frequent service... and [which would] offer less of an alternative mode of travel to the automobile" by the year 2010. Yet, despite this dreary forecast, it is possible for MCTS to gain economic stability as other transit agencies have done across the country.

Bike racks on buses are an affordable and effective capital improvement to invest in. In fact, Florida's transit agency, LYNX, found that for one-third the cost of a new bus they could reach more customers with bike racks and expand access to transit from 1/4 mile walk buffer to a 1 mile bike buffer, allowing them to reach more customers.



Shea Schachmeyer and Jack Hirt, both Project Coordinators with the BFW, along with two early morning commuters show off the BFW's cargo bike which demonstrates the ease of loading a bike onto a bike rack.

Currently in the United States, there are over 300 transit agencies which, when combined, operate over 75,000 buses. 40,000 of these buses—more than 50%—are equipped with bike racks. Furthermore, out of Wisconsin's twenty municipal transit agencies, 40% have bike racks installed on their buses while an additional 15% plan to within the next six months. Unfortunately, it appears Milwaukee is not only falling behind on a national standard, it is falling behind on what has become a statewide standard as well.

25% of Bike Racks on Bus users are new to transit. Of those new users, over 80% cite the ability to access transit by bicycle as the reason they now use transit.
— National Center for Transit Research

Page 2

BIKE RACKS ON BUSES

Benefits of Bike Racks on Buses



Transit Ridership Increases

Bike rack on bus programs provide access to transit for individuals who might otherwise not be able or willing to ride the bus due to the distance between their residence and the bus stop or from the bus stop to their destination.

- A study showed that approximately 50% of RTD's BOB trips were made by new transit passengers whom also specified they would not have used transit for the trip if they were making it if the buses had not been equipped to carry bikes. (RTD)
- Just in the three years between 1996 (the first year of the Boulder bike rack program) and 1999, Boulder's bike on bus ridership doubled. (RTD)
- One in four BOB users is new to transit, and of those new users, over 80% cite the ability to access transit by bicycle as the reason they now use transit. (NCTR)

"Many of

the beneficial returns of Bike Rack on Bus programs are not quantifiable. These include mobility, safety, and the long-term health benefits of bicycling."

— National Center for Transit Research

Expanded Service Area

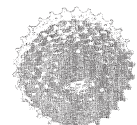
By providing access to transit via the bicycle, service area is expanded.

- About two-thirds of all those surveyed use the BOB service because it enables them to cover a greater distance than they would be able to cover with either their bike or transit alone. (RTD)
- PSTA's survey showed 70% of BOB users had either driven alone or carpooled prior to switching to transit and bicycling. (NCTR)
- 27% of BOB users who responded to PSTA's survey indicated that they would be forced to drive their car if they were not able to integrate bicycling and transit (NCTR)
- Approximately half of those surveyed would not take transit if the buses were not equipped to carry bikes. (RTD)

Frequency of Use

Once a bike rack on bus program is established, users will increase the frequency of which they use the transit service.

- 65% of respondents reported using BOB four or more days per week; over 40% of BOB users reported 11 or more boardings per week (NCTR)
- Approximately 60% of BOB riders use transit for other trips in addition to commuting. (NCTR)
- Approximately 72% of BOB patrons use the service to commute to work (NCTR)
- 70% of BOB users surveyed had been combining bicycling and transit for over a year, and almost 33% have been doing so for over three years. (NCTR)



Proud member of Community Shares of Wisconsin

Bicycle Federation of Wisconsin Educational Foundation, Inc. is a 501(c)(3) nonprofit organization

Frequently Asked Questions

Will overhead costs and staffing of a Bike Racks on Bus program be an additional burden to MCTS ?

- ✓ "Currently, the investments made in terms of maintaining racks and administering or marketing the program is minimal and considered part of day-to-day operations." (NCTR)
- ✓ Most agencies estimate that administering their program is about a quarter of the effort of one of their staff members or .25 fulltime equivalence. (NCTR)
- ✓ RTS estimated that over the lifetime of their BOB program they have spent less than \$2500 on marketing the service. (NCTR)

Will loading bikes onto the buses impede bus schedules and cause service changes?

- ✓ "Very few schedule delays have been reported...[and there has been] no systematic impact on scheduling adherence" state many of the agencies. (TCRP)
- ✓ For one-third the cost of a new bus, LYNX determined they could reach more customers with bike racks and, in fact, the BOB service expanded access to transit from 7/4 mile walk buffer to a 1 mile bike buffer, allowing LYNX to reach more customers." (NCTR)

Will repair and maintenance of the bike racks pose another obstacle for MCTS?

- ✓ Most agencies noted that maintaining the bike racks was minimal; one agency reported that bike rack maintenance represents one-quarter of 1% of their entire maintenance budget. (TCRP)
- ✓ Based on the responses from the survey, the cost to maintain each bike rack is roughly \$50 to \$100 per year. (TCRP)
- ✓ One agency reported that its bus bike racks were maintained for 6 to 7 years before they needed to be replaced. (TCRP)

Sources

- A Return on Investment: Analysis of Bikes-on-Bus Programs. 2005. National Center for Transit Research (NCTR)
- League of American Bicyclists www.bikeleague.org www.bicyclistfriendlycommunity.org (LAB)
- RTD Bike-n-Ride Survey, 1999. Regional Transportation District (RTD)
- TCRP Synthesis 62, Integration of Bicycles and Transit; A Synthesis of Transit Practice. 2005—Transit Cooperative Research Program (TCRP)
- National Strategy to Reduce Congestion on America's Transportation Network. 2006—Federal Department of Transportation (FDDT)

Since May, 2006 the Bicycle Federation of Wisconsin has collected over 15,000 signatures of Milwaukee residents in favor of bike racks on buses.

In an ongoing survey being conducted by the Bicycle Federation of Wisconsin, 87.7% of respondents have indicated they are in support of bike racks on buses in Milwaukee.

BIKE RACKS ON BUSES

BICYCLE FEDERATION OF WI

1845 N. Farwell Ave, Suite #100
Milwaukee, WI 53202
Phone: 414.431.1761
Fax: 414.273.7293
E-mail: shea@bfwi.org



The Bicycle Federation of Wisconsin

The Bicycle Federation of Wisconsin is a statewide, non-profit organization that advocates increased bicycle use, access, safety and education. Our members are commuters and recreational cyclists, environmentalists, transit advocates, bike shops, clubs, manufacturers and local advocacy groups throughout the state, who care about making their communities more livable.

We work towards:

- Improved facilities such as bicycle lanes, bicycle paths, paved shoulders, and secure bike parking.
- Acceptance of responsible cyclists as legitimate road users.
- Education of cyclists and motorists.
- Representation of cycling issues within all levels of government.
- Legislation that is effective and properly enforced.



Jessica Winberg, a project coordinator with the BFW, leads a group of bicyclists down Brady Street during a tour of Milwaukee's bicycle and pedestrian facilities during Bike to Work Week in 2006.

From: Babula, Eric
Sent: Monday, March 05, 2007 10:57 AM
To: MilwaukeeCountyTDP

Subject: Milwaukee County Transit System Development Plan: 2007-2011

I would like to comment on what is called the "Unmet Transit Service Needs" in the Milwaukee County Transit System Development Plan: 2007-2011. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the busses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have shown that people who use the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

Sincerely,

Eric Babula

From: greg rybarczyk
Sent: Monday, March 05, 2007 11:36 AM
To: MilwaukeeCountyTDP

Subject: MCTS transit plan comments

Hello,

I would like to comment on the "Unmet Transit Service Needs" in the comprehensive plan. Adding bicycle racks to buses will increase MCTS' transit ridership and increase the service area currently served.

Furthermore, the demographic using bicycle racks on the busses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have shown that people who use the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service. I have summarized some statistics below.

- ✓ A study showed that approximately 50% of RTD's BOB trips were made by new transit passengers whom also specified they would not have used transit for the trip they were making if the buses had not been equipped to carry bikes. (RTD)
- ✓ One in four BOB users is new to transit, and of those new users, over 80% cite the ability to access transit by bicycle as the reason they now use transit. (NCTR)
- ✓ About two-thirds of all those surveyed use the BOB service because it enables them to cover a greater distance than they would be able to cover with either their bike or transit alone. (RTD)
- ✓ 27% of BOB users who responded to PSTA's survey indicated that they would be forced to drive their car if they were not able to integrate bicycling and transit (NCTR)
- ✓ Over 45% of those surveyed come from households without cars. (NCTR)
- ✓ According to the survey, 60% of BOB users reported not holding a valid driver's license. (NCTR)
- ✓ BOB users are usually males who earn under \$30,000 or even under \$20,000 a year. Hispanics and African Americans exist in higher proportions in the BOB user population than compared to the general public. (NCTR)

regards,

Greg Rybarczyk
GIS Specialist/PhD. Student
Planning and Design Institute, Inc.
University of Wisconsin-Milwaukee

From: Beth Fetterley
Sent: Monday, March 05, 2007 12:58 PM
To: MilwaukeeCountyTDP

Subject: Bike racks on busses
To whom it may concern,

I understand that you are at a decision making point related to installing bicycle rack on busses, as part of the "Unmet Transit Service Needs". I am writing to STRONGLY support this effort. A decade ago, I lived in Albuquerque where busses have racks and the entire city was accessible via bus or bicycle. At that time I was working part time and going to school part time and my finances were incredibly limited. The bus and bicycle system was an essential part of my daily routine.

In Milwaukee I am both a bus and bicycle commuter, depending on the weather. I also own a car, but much prefer not to drive my 3 mile commute. This is not only healthier and more affordable for me, but also for the city. Adding bicycle racks to the busses not only extends the areas that bike and bus users can access, but it also will show that Milwaukee is a place for people who do not drive.

As we face a talent shortage in our workforce, the city needs to look like an appealing place for a new generation of employees. How great it would be if our city had the reputation of not only accepting the bike commuters, but perhaps even encouraging it! According to research conducted by Next Generation Consulting, ease of transportation is one of seven key indicators of whether or not a city will be able to attract and retain employees. While this is only one small step in the transportation solution, it is an important one.

Thank you,
Beth Fetterley

Beth Fetterley
Director of Education
Urban Ecology Center
1500 East Park Place
Milwaukee, WI 53211

From: Matt Flower
Sent: Monday, March 05, 2007 1:27 PM
To: MilwaukeeCountyTDP

Subject: Bike Racks on Buses

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the busses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS service plus I personally would use the service.

Sincerely,
Matt Flower

From: Rescheske.Jim
Sent: Monday, March 05, 2007 1:12 PM
To: MilwaukeeCountyTDP

Subject: Bike Racks on Buses

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the busses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS service.

Sincerely,
James Rescheske

Some reasons why I want bike racks on buses:

A study showed that approximately 50% of RTD's BOB trips were made by new transit passengers whom also specified they would not have used transit for the trip they were making if the buses had not been equipped to carry bikes. (RTD)

One in four BOB users is new to transit, and of those new users, over 80% cite the ability to access transit by bicycle as the reason they now use transit. (NCTR)

About two-thirds of all those surveyed use the BOB service because it enables them to cover a greater distance than they would be able to cover with either their bike or transit alone. (RTD)

27% of BOB users who responded to PSTA's survey indicated that they would be forced to drive their car if they were not able to integrate bicycling and transit (NCTR)

Over 45% of those surveyed come from households without cars. (NCTR)
According to the survey, 60% of BOB users reported not holding a valid driver's license. (NCTR)

BOB users are usually males who earn under \$30,000 or even under \$20,000 a year. Hispanics and African Americans exist in higher proportions in the BOB user population than compared to the general public. (NCTR)

From: Steve Brachman
Sent: Monday, March 05, 2007 1:55 PM
To: MilwaukeeCountyTDP

Subject: Milwaukee County transit plan

I would like to comment on the draft Milwaukee County Transit System Development Plan. Under Chapter 4, "Unmet Transit Service Needs" should include the following:

- **Bike Racks** - Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the busses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

- **Technological Improvements** - MCTS is woefully inadequate in capitalizing on currently available technologies to improve ridership. I should be able to check on my bus status in real time, thereby knowing when routes are off schedule or weather delayed. A simple GPS unit will provide that. In addition, with minimal effort MCTS could notify my phone when the bus is arriving, although this may take some more sophisticated programming. Finally, the addition of rear mounted route indicators, such as Madison has, would help in knowing when not to bother running for the bus.

- **Facility improvements** - The current distribution of bus shelters is inadequate. Milwaukee has a rough climate; users are dissuaded from taking the bus especially in inclement weather because of lack of shelters. Additionally, solar heating of shelters could be implemented with support from WE Energies renewable energy program and the State of WI Focus on Energy program.

- **Noise Reduction** - As signs indicated, loud playing of music is prohibited on buses, with the exception of MCTS own push television monopoly! Most riders despise this "service" and use headphones to drown out the noise as much as possible. Couldn't MCTS at least provide the drivers with a volume reduction switch to allow for a more pleasant ride?

Finally, a number of items are not evaluated as part of **Chapter 5, Evaluation of the Existing MCTS**. For example, I would highlight some of the inadequacies of the current employee training and management system. It is apparent that the current managers of MCTS rarely, if ever, take the bus. I would recommend that an additional recommendation be made as part of the recommendations that MCTS managers be required as a condition of employment, to ride the bus on a weekly basis. The resulting service improvements might be remarkable. In addition, evaluation of the existing fleet should also be part of the plan. For example, many communities are implementing clean fleet policies, including reductions in vehicle idling and use of clean burning bio diesel. Some effort should be made in the plan that links transit with environmental improvement. Hope this helps.

Sincerely,

Steve Brachman
4829 W. Sunnyside Drive
Milwaukee, WI 53208

From: Chad Thomack
Sent: Monday, March 05, 2007 1:03 PM
To: MilwaukeeCountyTDP

Subject: Unmet Transit Service Needs
To whom it may concern,

I would like to comment on the "Unmet Transit Service Needs." Having back racks available on public transit would increase ridership due to the limited drop off points for some bus routes. It will give many people the opportunity to maximize their time by allowing them to reach their destination quickly. Many people who would utilize this the racks are people that don't know own another form of transportation. It would also benefit the city by reducing the number of vehicles traveling within the city. It would be an easy way to make public transit more popular.

Sincerely,
Chad Thomack

From: Belle Bergner
Sent: Monday, March 05, 2007 2:12 PM
To: MilwaukeeCountyTDP

Subject: Please Add Bike Racks on Milwaukee County Buses
To Whom It May Concern:

I am writing to comment on the Unmet Transit Service Needs in SEWRPC's regional transportation plan. Adding bicycle racks to the front of buses would not only increase MCTS transit ridership, it would also expand the service area currently served. Many people including myself who choose to use public transit to travel or have no other choice, would use it more if bike racks were available. Sometimes I need to bike downtown, but do not wish to bike back home especially during bad weather.

Out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS service.

Please add bike racks on Milwaukee County Buses. It's the right thing to do.

Sincerely,
Belle Bergner

Belle Bergner, M.S.
Ecological Consultant
3232 N. Dousman St.
Milwaukee, WI 53212

From: Guy Smith
Sent: Monday, March 05, 2007 2:42 PM
To: MilwaukeeCountyTDP

Subject: Bike Racks on MCTS Buses

Good afternoon-

I would like to submit my comment and recommendation that Bike Racks be added to the buses in the Milwaukee County Transit System. This will increase and enhance the ridership of the transit system as well as create more efficient connections to off-road bike trails and bike lanes. Various communities close by have had positive results with adding such amenities. Madison, Wisconsin is one such community. Milwaukee County with the largest population in the state would greatly benefit.

Sincerely,
Guy Smith

From: Shirin Cabraal
Sent: Monday, March 05, 2007 4:40 PM
To: MilwaukeeCountyTDP

Subject: Bike racks on buses

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have shown that people who use the bike racks on buses often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

Sincerely,

Shirin Cabraal, Managing Attorney

Disability Rights Wisconsin*

6737 W. Washington Street, Suite 3230
Milwaukee, WI 53214
*formerly Wisconsin Coalition for Advocacy

2007-03-05 808 11

From: David Coles
Sent: Monday, March 05, 2007 5:22 PM
To: MilwaukeeCountyTDP

Subject: MCTS 5-year plan

I understand that you are accepting public comments regarding the next 5-year plan for MCTS.

I use the bus regularly and am a bicyclist. I urge you to include funding for bike-racks on buses. I would use the bus more if I could bring along my bike. Thank you.

David Coles
1608 E. Lafayette Pl.
Milwaukee WI 53202

To: MilwaukeeCountyTDP

Subject: Comment on Milwaukee County Transit System Development Plan: 2007-2011
Submitted: 3/5/2007 4:32:20 PM
Name: Lane Reader
Organization: Northwestern Mutual
PO Box/Street: 3273 S Springfield Ave
City: Milwaukee
State: WI
Zip: 53207

Comments: I am happy that the transit system has conducted a seemingly thorough study to define its future path. However, I highly object to the removal of Freeway Flyer services. I know a large number of individuals who utilize this service to get to work at the downtown area. It is the most convenient and environmentally friendly option for a great number of downtown employees. It reduces issues with parking and vehicle emissions in the downtown area, as well as providing a safe, reliable transport during the various road construction seasons Milwaukee endures. I heartily object to the removal of the primary means of travel for a large number of employees. This does not facilitate the growth of Milwaukee business and downtown area.

From: Polski, Jessica
Sent: Tuesday, March 06, 2007 9:39 AM
To: MilwaukeeCountyTDP

Subject: Unmet Transit Service Needs

I would like to comment on what is called the Unmet Transit Service Needs in the plan. Adding bicycle racks to the front of buses would not only increase MCTS transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have shown that people who use the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS service.

Sincerely,

Jessica Polski

712 E. Russell Ave
Milwaukee, WI 53207

From: Cubar, Susan
Sent: Tuesday, March 06, 2007 10:28 AM
To: MilwaukeeCountyTDP

Subject: Bike Racks on Buses

Hi

I support the addition of bike racks on buses. I think it's a great idea for a lot of reasons. One reason I support it is that when there is ice and snow on the road, bicyclists would take the bus close to their destinations -- making it a safer commute for bicyclists. I know at least one person in my Whitefish Bay family would use this service.

Susan Cubar
5524 N. Berkeley Blvd.
Whitefish Bay, WI 53217

From: Goyette, Jennifer
Sent: Tuesday, March 06, 2007 11:40 AM
To: MilwaukeeCountyTDP

Subject: RE:Unmet Transit Service

Hello,

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have shown that people who use the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS service.

Lastly, I do not currently use the bus but I would use it if there were bike racks instead of driving.

Sincerely,

Jennifer Goyette
Sales and Events Coordinator
Milwaukee Public Museum

From: Jarecki, Jeanne
Sent: Tuesday, March 06, 2007 12:17 PM
To: MilwaukeeCountyTDP

Subject: Please Add Bike Racks

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the busses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

Sincerely,
Jeanne Jarecki - Bus Rider and would ride more if bus racks were available.

2007-03-06 BOB 16

From: Scott E Winklebleck
Sent: Tuesday, March 06, 2007 12:19 PM
Posted To: MilwaukeeCountyTDP

Subject: Bike Racks on Bus

Here is a letter I wrote to MCTS:

First and foremost I appreciate all that MCTS offers and utilize the bus quite often, I've managed almost three years without a car. I moved to Milwaukee from Portland Oregon, which has one of the countries best public transportation systems. I can accept not having light rail, the \$.50 higher fare, but do miss greatly the bike racks on ALL the buses. As an avid cyclist I would use the racks under all sorts of circumstances, from flats and other broken parts, to terrible weather, to extra long hauls, to bike transportation, to safety (late nights, broken lights, tired, a bit tipsy). If I could change only one thing about MCTS it would be to implement a bikes on bus program. I don't recall seeing advertising on the front of the buses, but on the underside of the racks, when folded up, is prime ad space, and with it being on the rack, it's extra eye catching. If there is anything I can do to further this cause, please let me know, I'll be happy to write letters, collect signatures, or attend meetings if needed.

Pleasantly,
Scott E Winklebleck

From: Eloise Paloucek
Date: March 8, 2007 4:58:38 PM CST
To: milwotdp@sewrpc.org
Subject: Bike Racks on Buses

I understand that there is a proposal under consideration to install bike racks on city buses. This is an excellent plan. Naturally, there will be a certain percentage of Milwaukee residents who will take advantage of this service simply because they cannot drive a car for some reason and using a bike combined with public transportation would be very helpful. I have a family member who frequently bikes to work at CERAC on 13th St. near the expressway. Considering his home is in Brookfield, he has a healthy ride to work. There are times when he would appreciate taking the bus part of the way I'm sure. Bike riding is to be encouraged as a good form of exercise and omitting the need for an automobile would certainly cut down on emissions. Installing bike racks on the buses would be a good move toward encouraging the use of a bike as an alternative to driving a car and would tap a whole new group of patrons to bus ridership when combined with biking. We have had the experience of riding buses equipped with racks while on vacation in Pitkin County, Colorado. It's a popular perk and the buses have been so equipped for 25 years or more.

Eloise Paloucek, Oconomowoc, WI

From: Beck Tesch
Sent: Tuesday, March 06, 2007 5:25 PM
To: MilwaukeeCountyTDP

Subject: Please add bike racks to Milwaukee's busses

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the busses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

Sincerely,

Rebecca J. Tesch
Milwaukee Resident and Hopeful Bicycle Commuter

From: Anne Asher
Sent: Tuesday, March 06, 2007 5:39 PM
To: MilwaukeeCountyTDP

Subject: comment

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the busses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial

2007-03-06 BOB 20

From: Jessica Krueger
Sent: Tuesday, March 06, 2007 7:01 PM
To: MilwaukeeCountyTDP

Subject: Transit Service Comment

Greetings,
I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the busses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

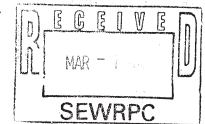
Warm Regards,
Jessica Krueger

WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

February 27, 2007
Milwaukee County Downtown Transit Center
909 E. Michigan Street
Milwaukee, Wisconsin



Name: Barbara Ode

Affiliation: _____

Mailing Address: _____

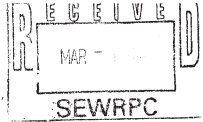


Comment:
One more comment I have is
the 1/2 hr on the buses are loud they should
be lowered to 15 mins.
I am happy
Barbara Ode

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail: milwotdp@sewrpc.org
Website: www.sewrpc.org/milwotdp

03/01/07



To whom it may concern,

I was at the meeting the other night about saving the bus routes and not to discontinue any more routes or raise the fares. I have a couple suggestions yet there are a lot of Drs offices out on 74th and Rawson Ave. and lot of the people have some of the Drs. Out there and if they don't drive you cant go there and you have to find a new Dr. I suggest to you people to consider putting the 76th St bus out there at least from 9:00am to about 5:00pm when most of the Drs offices close. That would be a great help. I also recommend a Bicycle rack for people that ride their Bikes and if the weather gets bad that they would have to take a bus home from work they could get home with the bike, and not leave it at where they work over night.

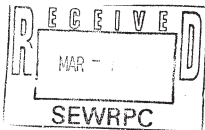
I also have a Transit Plus card good till 3/30/2010, May I use this card for going shopping with the Cab Company? Please give me a call at 414-483-0252 at your convenience.

I feel the Meeting was very good. I hope the bus service will stay good and be improved some what because it will keep people able to get to work and home for the ones that depend on buses. To school and home. Then the bus Drivers wont get laid off they have families that they are raising and they need to work. I have noticed that there is mor ridership. Especially the last two years.

Thankyou for having this Meeting.

Barbara E Ode

3120 E. Norwich Ave. Apt 317
St. Francis WI. 53235-4939



8843 S. Oak Park Dr. Apt. 7
Oak Creek, WI 53154
February 28, 2007

Milwaukee County Transit System
Southeastern Wisconsin Regional Planning Commission
Mr. Scott Walker, County Executive
Milwaukee County Board
Mayor Tom Barrett

What I need from the Milwaukee County Transit System and how you can help (helping others as well)

SERVICES:

When I lived in Waukesha County, I understood why the bus routes from Milwaukee would come to New Berlin with Milwaukee County residents, drop them off (without picking up Waukesha County people - maybe it was the time or location that made it impractical) and return to Milwaukee with an empty bus. Then the reverse was repeated at the end of the day.

Fifteen years ago I moved back into Milwaukee County, taking care to have a bus stop nearby. That would be at S. Howell Ave. and Puetz Rd. When I want to use the bus, there is no service. When I call for routing, I'm referred to the MATC line, but there is no parking there. My best option is to go the "College Ave." end of the line for Rte. 19 and park in the Burlington Coat Factory lot. That's o.k. if I just want to go somewhere in the daytime. In the daytime, if I have to drive to get to a bus, I might as well drive all the way to where I'm going. If I want to attend a concert downtown, or go to Miller Park, there is no service back to this lot at night.

One time I thought I had the problem solved and parked on Van Norman near the bus stop. After the baseball game, I got on the bus and figured I would be at my car at the end of the line. It was dark and I couldn't read the street signs. This time, the bus marked Van Norman, did not turn into that subdivision but continued on. Finally, the driver asked where I wanted to get off. When I told him, we had already passed it and I walked back a couple blocks, in the dark. He had a regular passenger who needed to go beyond that point. That was the last time I tried that.

When I do see a bus, it is coming to the area or returning from the area empty. There are a lot of people here who would use the bus, but they are not served by the system. I have driven others to doctor's appointments on E. Layton many times, or to the airport area where they could pick up a bus. I am 80 and quite able to ride, yes even stand, on a regular bus. I've done it going to State Fair Park. I know of people who lived in nearby apartments who had to buy an extra car for their children to get to MATC South Campus from here. The bus did not pick them up when they needed to get to school. It was already on it's empty return trip.

I also know a couple in Hales Corners, just a little older than I am, who bought a different home because it was close to the bus. Before they could move in, that route was dropped. They still haven't moved there because it wouldn't serve the purpose intended.

A-8

Note here that two of my daughters use the freeway flyers--one from West Allis and the other from Bayshore--to ride to and from their work in the downtown area. They do not want to see that service dropped.

Why not be sure all areas of the county are served regularly rather than cutting routes? There are a lot of students and seniors who would use public transportation if it were available. Families shouldn't have to have multiple cars to get them to work, school and various appointments.

Even if the fares were increased, it would be cheaper than owning another vehicle, paying the insurance, finding parking in some areas, and now paying for fuel. Cars we do own would last longer if they were not needed for urban driving.

I'm glad we are considering connections to Chicago Metra trains. Most residents of Chicago prefer their public transportation to driving and parking in the city. But, let's consider servicing all our residential and business areas with reliable public transportation, and I think the rewards will be worth any added expense. We might even find that we can cut expenses if we have more riders on our system. Have you looked at the apartments, condos, senior housing and new residences in Oak Creek? There are many potential riders here.

Yes, I grew up in the Great Depression when streetcars and buses were the best way to travel. They employed mechanics, operators and support personnel who helped the riders get where they needed or wanted to go. You won't have to convince seniors to "leave the driving to us."

TOURISTS:

Visitors to Milwaukee would visit more local areas if they could depend on convenient public transportation. Take a look at "tourist cities" around the world. London, Paris, even Melbourne Australia--I took a streetcar with my dirty laundry in a suitcase until I spotted a laundromat. I didn't have to transfer either. In London it's easy to transfer to the route you need. And, all these cities, including New York, Chicago, Dallas, Denver and many Canadian cities you can go outside your hotel and hop onto public transportation of some kind and get destination information and return information easily. Make it easier for visitors and local people to use the system.

SAFETY:

One final thought. I wish we could allow uniformed police to ride free on the public transit vehicles again. I know the arguments, but it certainly was a deterrent to crime.

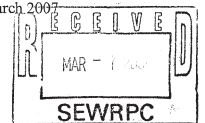
Thanks for considering my thoughts on the system. I want to be able to get on public transportation without waiting more than 20 minutes. I want routes that always go the same way--maybe not always as far, but if you're not familiar with the area, routes that split into "via this or that way" are confusing. And, if I have to drive to get on a bus, I want parking available in the area. Perhaps the local routes could go through the park and ride lots like the freeway flyers do.

Sincerely,

Aileen Mundstock

537 North 67th Street
Wauwatosa, Wisconsin 53213-3950
414-771-8367

5 March 2007



Southeast Wisconsin Regional Planning
Commission
PO Box 1607
Waukesha, WI 53187-1607

Re: Unmet Transit Service Needs

To whom it may concern:

I would like to encourage you to seriously explore ways to improve our transit options in the Greater Milwaukee Area. My husband and I each have automobiles, but it is our preference to be able to leave them at home and travel by foot, bicycle, bus, and rail whenever possible. Moreover, our adolescent children need to be able to travel within Wauwatosa as well as other areas of the county to attend after school and church-related activities - improved transit options would greatly improve their independence, while decreasing our reliance on private automobiles.

In particular, I urge you to plan for bicycle racks on the front of MCTS buses. Just in the past month I have been in three non-Wisconsin cities, each of which had bicycle racks on their buses. My sons, upon seeing the racks, instantly remarked that Milwaukee needed something similar.

Currently my family rides MCTS a few times per month. During the summer, my husband and I commute and run errands as much as possible using bicycle and bus. However, if we could combine the two, the opportunity for leaving our cars at home would greatly increase.

There are many times when I have to stay late for evening meetings at my office (8 miles from home). Ideally I would ride my bicycle to the office in the morning, and take the bus (with the bicycle) back home in the evening. Bus racks would also alleviate fears of "what happens if I have a flat?" In that case, I would simply walk my bicycle to the nearest bus stop, and finish the trip by bus.

Two additional changes that I would like you to consider are: (1) Adjust the MCTS schedules to make them more predictable. For instance, in the Washington DC area where I used to live, it was very easy to memorize the bus schedules because each hour was the same (at least in busy times of the day). In Milwaukee, the bus comes at a different time each hour, making it very difficult to integrate into one's planning. (2) Have a route planner on the MCTS website, similar to the one in the Washington DC area. When I was there recently, I was able to put in my starting destination, my ending destination, and the system figured out what bus I should take and told me when it would come. It made it so easy!

Sincerely,

Lynn E. Broaddus
Lynn E. Broaddus

From: Steven Kasprzyk
Sent: Wednesday, March 07, 2007 12:06 PM
To: MilwaukeeCountyTDP

Subject: Comment

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

Sincerely,

Steven Kasprzyk

2007-03-07 BOB 22

From: Hummel, Mark J
Sent: Wednesday, March 07, 2007 10:33 AM
To: MilwaukeeCountyTDP

Subject: Bike racks on buses

Good day,

I am a student and avid cyclist considering employment in Milwaukee. The addition of bike racks on buses would greatly increase the chances of me bringing my skills to Milwaukee as opposed to other bicycle convenient communities. I also believe that these will be worth their weight in gold as population and the price of fossil fuels increases. Nothing would be more satisfying than being able to move across my community without ever having to drive a car.
Thanks for your time,
Mark Hummel
Biology Major - UW-Whitewater

From: Tia Richardson
Sent: Wednesday, March 07, 2007 10:32 AM
To: MilwaukeeCountyTDP

Subject: SEWRPAC - Bikes on Buses YES!

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

Sincerely,

Tia Richardson
Milwaukee, WI 53204

From: randy wilhelm
Sent: Wednesday, March 07, 2007 1:05 PM
To: MilwaukeeCountyTDP

Just wanted to express that i would love for there to be bike racks on the city bus. I do not take the bus now, but would take it if bike racks were installed. I lived in austin, Texas for three years and was able to take advantage of this feature- I would appreciate if it were also available here!

Thanks

From: Barry Stuart
Sent: Wednesday, March 07, 2007 3:05 PM
To: MilwaukeeCountyTDP

Subject: Why Bike Racks on MCTS Buses

Barry Stuart bstuartmke@yahoo.com wrote: Many cyclists, myself among them support installation of bicycle racks on the front of Milwaukee County Transit System buses. Bicycle racks allow the rider to use a bicycle to effectively extend the range of MCTS into unserved and underserved areas. Many from the inner city of Milwaukee end up turning down jobs because they have no dependable means of transportation to a workplace in a neighboring county. Another reason I have for bicycle racks on MCTS buses is that law enforcement can combine buses with mountain bikes for more efficient deployment of officers. I'd rather see Deputy Sheriffs on MCTS buses anyway, because an armed sworn peace officer, because of the power to make an arrest, is more effective at maintaining a peaceable atmosphere than an unarmed security guard. A Transit Police detail under the Sheriff's Department is an effective crime deterrent. If Bicycle racks are provided on MCTS buses, a mountain-biking Deputy can ride the bus to where he/she would be ultimately deployed. Also, this would help new cyclists to get where they ultimately want to go. And a cyclist in distress can more easily reach help. I've seen bike racks on buses in Madison, Chicago, and even Muskegon, MI. I know we can have them installed because the aforementioned cities as well as many others I know about have done so successfully. So why not Milwaukee?

From: Graff, Paige
Sent: Wednesday, March 07, 2007 3:56 PM
To: MilwaukeeCountyTDP

Subject: Bikes & Buses

To Whom It May Concern:

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

Sincerely,

Paige Graff

SEWRPC
PO Box 1067
Waukesha, WI 53187

March 7, 2007

Dear Members of the Study Committee for the Milwaukee County Transit System Development Plan: 2007-2011:

While I would like to expand this note to address the stunning lack of vision and leadership on the part of policy makers from the state level down to the County level regarding transit since 2000, which was quite evident in your February 2007 Newsletter; this letter is intended to address a particular unmet transit need, **bike racks on buses**.

Bicyclists have been asking for bicycle racks for numerous years. One of the reasons that bike racks have not been added was a supposed lack of space in the bus parking areas. So where is the creativity and solution finding initiative within our County transportation department? An why is there no mention of this need in this study? Did no one ask the bikers how to make transit a part of a seamless transit system that allows for many different kinds of alternatives to automobiles in our increasingly polluted and economically stratified society?

Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Many people who ride buses to the surrounding counties must walk long distances from bus stops to get to their places of employment after and already too long series of bus transfers. The report noted that transit takes twice as long as automobile travel to many work destinations.

Furthermore, the demographics of those using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have shown that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

Let's add bike racks on buses to the list of unmet needs in this study, then lets do something about it besides wringing our hands.

Sincerely,
Cheri Briscoe
A Milwaukee bike rider

From: Monica Thomas
Sent: Thursday, March 08, 2007 2:44 PM
To: MilwaukeeCountyTDP

Subject: bike racks on buses
I have used public transit in other cities where bike racks are installed on buses and am in favor of having the same here in Milwaukee. Thank you for considering my input!

Monica Thomas
8037 W. Grantosa Dr.
Milwaukee, WI 53218
(414) 527-1797

From: Alice Wilson
Sent: Friday, March 09, 2007 8:28 AM
To: MilwaukeeCountyTDP

Subject: Bike racks on buses...YES! YES! YES! PLEASE!!!!
To whom it may concern,

The paragraph includes an exact description of my demographic/houshold. My roommate, myself, and my boyfriend are all college graduates who are paying off thousands of dollars in student loans therefore we cannot afford cars. Each of us are avid bikers but it would be wonderful to have the option of being able to bike to far away locations and then having the option of taking our bike on transit for the return trip, especially if it has become dark or if inclement weather has arisen. Thank you for your time!

Sincerely,

Alice Wilson
414-430-0507
rockinredhead52@gmail.com

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

2007-03-09 BOB 32

From: BEN TURK
Sent: Friday, March 09, 2007 8:49 AM
To: MilwaukeeCountyTDP

Subject: bike racks on busses

i think it would be a great service if there were bike racks on the busses. You should do it. I'd ride my bike and the bus more.

--
ben turk

From: Eddie Makowski
Sent: Friday, March 09, 2007 5:22 PM
To: MilwaukeeCountyTDP

Subject: bike racks on buses
Hello Milwaukee,

Please add bike racks to buses. It would make metropolitan life a lot easier for many of us who prefer options that are healthier to our environment.

Thank you very much,

Ed Makowski

2720 N. Bremen St.
Milwaukee, WI 53212
414-861-7376
www.eddiekilowatt.com

From: Tim Frank
Sent: Friday, March 09, 2007 5:35 PM
To: MilwaukeeCountyTDP

Subject: Please Add Bike Racks to County Buses
I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

Sincerely,

Timothy Frank
812 E State St
Milwaukee WI 53202

From: Peter Lee
Sent: Sunday, March 11, 2007 5:26 PM
To: MilwaukeeCountyTDP

Subject: SEWRPC 5-Year Plan for MCTS Comment
Dear Sir/Madam:

I would like to submit a comment for what are called "Unmet Transit Service Needs" in the current SEWRPC 5-year plan for the MCTS.

Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served.

Furthermore, the demographic using bicycle racks on the buses are not people who see this as an alternative to driving their automobiles, but people who have no other option than to use transit to travel. Statistics have shown that people who use the bike racks on buses often come from households without cars, individuals who do not hold a valid driver's license and earn less than \$20,000 to \$30,000 annually.

Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a

From: Alan Nichols
Sent: Monday, March 12, 2007 8:58 AM
To: MilwaukeeCountyTDP

Subject: comment re: MCTS Plan -- "bike racks for buses"
Hello,

I've been a Milwaukee County resident since 1978. Recently I had the opportunity to live in Salt Lake City for 2 years; I've just recently returned to Milwaukee and I understand the addition of bike racks to MCTS buses is under discussion.

Salt Lake City buses have had racks for carrying bus passengers' bikes for a number of years. While I was living there I took frequent advantage of the bike racks and had opportunity to observe other riders doing the same. In my experience and observation the bike racks were a highly successful and useful addition to an integrated urban transport system, allowing users to combine the buses' ability to cover long distances rapidly with the bikes' local mobility and lack of dependence on schedules.

It seems to me that adding the bike racks to Milwaukee buses would stand to increase ridership as well as promote decreased dependence on autos for transportation.

I encourage you to consider putting the racks on Milwaukee buses.

Thank you,

Alan Nichols

2007-03-12 BOB 37

From: Erin Garber-Pearson
Sent: Monday, March 12, 2007 1:32 PM
To: MilwaukeeCountyTDP

Subject: Bicycle racks on buses

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. I moved to Milwaukee in Fall of 2005 and endured my first winter here as a cyclist. My home was not on one of the main bus routes and work would often end late leaving me with little options aside from walking late at night to make the last stretch of distance to myhome. It is too dangerous for a woman, or anyone, to be walking in the cold and a dangerous neighborhood. Adding bicycle racks to the front of buses would eliminate some of these problems. I have lived in Seattle, Washington, Tucson, Arizona, and Portland, Oregon and all of these cities have bicycle racks on their buses. It is a simple move to greatly increase public transportation and a serious improvement to the progress of our city. Many people such as myself have no other options besides their bicycle or the bus, but even automobile drivers would be encouraged to support public transportation and help with parking problems in the city, the high price of gasoline, and the environment we all share. Please consider the great impact it would have in the improvement of life for people who typically ride the bus, often making less than \$20,000 to \$30,000 a year, as well as the important gesture in showing that Milwaukee is keeping up with worldwide trends to improve pollution on the planet and increase the quality of life for all who live here.

Sincerely,
Erin Garber-Pearson
Citizen of Riverwest

2007-03-12 BOB 38

From: Katie Stubbendick
Sent: Monday, March 12, 2007 7:04 PM
To: MilwaukeeCountyTDP

Subject: Improvements to MCTS

As a bicyclist who relies solely on bikes and buses to commute to work, grad school, grocery stores, and social outings, I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Please add bike racks to MCTS buses. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses is a beneficial addition to MCTS' service.

Thank you for your attention. I look forward to the changes you will make!

Sincerely,
Katie Stubbendick
1930 E Trowbridge Street
Milwaukee, WI 53207

From: Ramsey Radakovich
Sent: Tuesday, March 13, 2007 7:31 AM
To: MilwaukeeCountyTDP

Subject: Milwaukee County Transit Plan
I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

Sincerely,
Ramsey Radakovich

From: chasidy simplot
Sent: Tuesday, March 13, 2007 12:09 PM
To: MilwaukeeCountyTDP

Subject: @ the "Unmet Transit Service Needs"

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

Sincerely,

Chasidy E. Simplot

James J Gallagher

2518 N. Milwaukee Drive, Apt. 1 • Milwaukee, WI 53211
(414) 704-4170 • jamesjgallagher@ureach.com

03/13/07

SEWRPAC
PO Box 1607
Waukesha, WI 53187-1607

Dear Sir:

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel.

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Clearly, adding bike racks on buses is a beneficial addition to MCTS' service.

Sincerely,

James J Gallagher
James J Gallagher

From: Tracy Doyle
Posted At: Wednesday, March 14, 2007 10:37 AM
Conversation: Add bike racks to buses
Posted To: MilwaukeeCountyTDP

Subject: Add bike racks to buses
To whom it may concern:

I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the buses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have show that people who the bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

Sincerely,

Tracy Doyle

3065 N. Bremen St.
Milwaukee, WI 53212

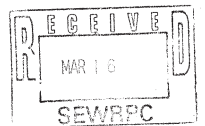
tracy@insurgenttheatre.org

WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

March 1, 2007
HeartLove Place
3229 N. Dr. Martin Luther King Jr. Drive



Name: Jim Carpenter
Affiliation: Economics Instructor, MATC
Mailing Address: MATC
700 W. State St
Milwaukee WI 53233

Page 2 of the Milwaukee County Transit System Development Plan gives an excellent list of reasons as to the importance of maintaining a good transit system. There are only a few points I would add to this list.

- The global economy is facing a looming crises because of the depletion of cheap oil and the climate change associated with the burning of fossil fuels. Providing and expanding a public transit alternative to the automobile is a necessary component of an overall strategy to deal with this crises.
- Car drivers benefit from transit users in ways they may not appreciate. The existence of transit creates an alternative for drivers who are unsafe because of their abilities or the safety of their vehicles. Forcing these drivers into cars as either legal or illegal drivers would reduce highway safety.
- If we Americans continue to set an example of car addiction and the rest of the world follows, the demand for gas will be even greater, putting more upward pressure on the price of gas. Global transit users help reduce the demand for gas and therefore the price of gas.
- Many of my students at MATC either use transit themselves or have family members who use it.

Given these facts, it would be an outrage to cut transit. Transit needs to be expanded, not cut. We must find the political will to do so.

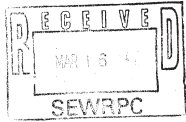
Thank you.

Jim Carpenter

Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail: milwcoitdp@sewrpc.org
Website: www.sewrpc.org/milwcoitdp

WRITTEN COMMENT
PUBLIC INFORMATION MEETING
MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Anamaria Perine
Affiliation: _____
Mailing Address: 16611 Nth 55th
Milw. WI 53223



Comment:
Please don't stop public transportation. We know people personally that depend on public transportation, to get to work and school, and other places etc. We really need this service. People who are less fortunate need these services.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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W239 N1812 Rockwood Drive
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Waukesha, Wisconsin 53187-1607
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Website: www.sewrpc.org/milwcotdp

WRITTEN COMMENT
PUBLIC INFORMATION MEETING
MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: JEFF STEFFEN
Affiliation: Student (mate)
Mailing Address: 2536 W. Warrington
Ave. #211 Milwaukee,
WI 53221



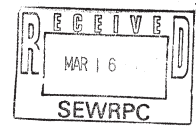
Comment:
I still use public transportation and would like to see public transportation still in use in the immediate future. Also, I would like to see more buses on the roads instead of busses. Thank you.

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING
MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Sawanna Dufresne
Affiliation: _____
Mailing Address: 3913 N. 50th
Milwaukee, WI
53210



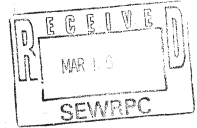
Comment:
Public transportation is needed more in today's society. A lot of Americans use this mode of transportation in their everyday lives. Whether it is going to work or just to have a family outing with the kids. If public transportation is taken away a lot of people will be unemployed.

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING
MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Nick Spitzer
Affiliation: MATC Student
Mailing Address: 2545 N. Frederick Ave. #205
Milwaukee, WI 53211



Comment:
I think it would be a shame to downsize such an accomplished and efficient transit system. Being a Milwaukee Transit System user, I have always admired the ease and quality of the system. Taxation for such a well maintained operation, I believe, a lot of people in Milwaukee County would support.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

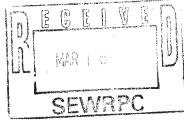
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Website: www.sewrpc.org/milwcotdp

WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Chris Lawrence
Affiliation: MATC Student
Mailing Address: 8940 W. Corcoran Ave #1, Milwaukee, WI 53225



Comment: To ask the MCTS to oppose to reducing its service for following reason: cheaper, convenient, saves energy

*I ride the bus everyday and I would not like any plans to be enacted to reduce service for me and others also

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WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Brent Talar
Affiliation:
Mailing Address: 104 N Marshall St #609



Comment: Due to the statistics presented to me and my personal opinion on public transportation, I believe that proper funds need to be established in order to keep Milwaukee's transit system running properly and efficiently. Many people rely on Milwaukee's public transportation system and its benefits on our environment alone are enough to outweigh a tax increase or any other needed sacrifice.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

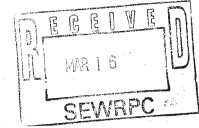
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WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Warren Guettel
Affiliation:
Mailing Address:



Comment: the bus system is a well needed service many people rely on this to get to work etc. there really needs to be an addition not a reduction.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

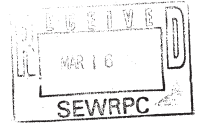
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WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Dendra Crawford
Affiliation: Student MATC
Mailing Address: 48104 N 21st Street, Milwaukee, WI 53209



Comment: Re: The planned transit cuts

I think this is ridiculous and unfair. I also believe you guys aren't thinking about the needs of our society. There are other solutions that can be done rather than this one.

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING
MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Jeff Janca
Affiliation: _____
Mailing Address: MATC Downtown



Comment:
I believe that Milwaukee County Transit is a great asset the not only the city, but the whole county. But I do believe that buses should make more frequent stops in the outer suburbs. Being a Resident of a suburb, and also being a student at MATC downtown, I pay a lot in parking and especially in gas.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: CHAD MATZEN
Affiliation: Milwaukee Area Technical College
Mailing Address: 3711 N. MORRIS BLVD
SHOREWOOD, WI 53211



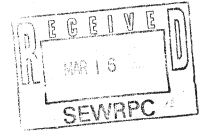
Comment:
The continuation of Milwaukee County public transit is very important to this city. I believe that a larger dependence of this population on transit is inevitable. Higher gas prices and ever crowding of streets and highways of motor vehicles will lead to a swing toward alternative transport. I am fully in support of public funds to continue this systems ~~and~~ continued excellence.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING
MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Tracy L Cooper
Affiliation: _____
Mailing Address: 154 N Park St
Port Washington, WI 53074



Comment:
I ride the Ozaukee County Transit, and traveling to and from school on the bus is great, but the cost and traveling times are very much difficult for me. First of all I really wish there was a discount for MATC students, paying for the premium tickets are very costly for me and hurting my budget. Then with the traveling times I'd really wish there were more stops at Saukville Wal-Mart for both Southbound and Northbound. Also have more times in between 5:41 to 9:01 PM because that is an awfully long time to wait. Please make this some how work, I would truly appreciate it.

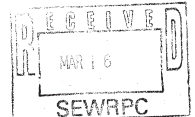
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Website: www.sewrpc.org/milwcotdp

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: _____
Affiliation: MATC
Mailing Address: _____



Comment:
Do not cut the bus service too many students depend on the MATC to get to school and work. MATC offers free rides to people on occasions such as Summerfest + St. Patricks day. They are socially responsible to encourage designated drivers or riding the bus to avoid driving drunk. MATC is a has a great route system you can get anywhere in Milw.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: _____
Affiliation: MATC
Mailing Address: _____



Comment:
Cutting out any of the available transit would only make for additional need of other transit.
Therefore, I am against any cut unless it is being replaced with another option such as a train system.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Shannon Holley
Affiliation: _____
Mailing Address: 11247 W. Rawson Ave
Franklin WI 53132



Comment:
I think that (even though I haven't used it in some time) the transit system is essential to our society. There are many people that are not capable of driving for various reasons who would have no means of transportation without it. And this may cause a significant rise in people driving illegally with the necessity to work and in turn cause more traffic accidents by people not educated in driving. Many people will also probably lose their employment without transportation. Some peoples ability to survive relies on public transportation.

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Website: www.sewrpc.org/milwcotdp

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Jessica Lawrence
Affiliation: _____
Mailing Address: _____



Comment:
I don't ride the bus anymore, but I'm just one person. There are probably thousands of people in Milwaukee alone depends on the county transit system. To make any changes would be dramatic to those in need of this system.

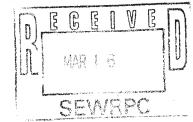
Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail: milwcotdp@sewrpc.org
Website: www.sewrpc.org/milwcotdp

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: _____
Affiliation: _____
Mailing Address: 6710 Wisconsin Ave
53222



Comment:
Milwaukee County transit development is great system for the people who don't have transportation. Sometimes people want to save money instead of using 2 cars, they use one. Students who use public transit save a lot of money on gas, parking, + insurance. I have to use it before I own a car + the difference it takes from free to get whatever I want to, but the spending of money is limited.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Misty Joy
Affiliation: _____
Mailing Address: _____



Comment:
Transit is a very good service. My parents have
no car so they rely on the transit system. Since my
dad works third shifts he's the one that rides the
bus. He funds the bus very much, and it also
saves them money. So if they terminate the transit
system they will probably have to buy another car.
For the people who don't have cars what are they
supposed to do? They have to get back and
forth to work and get their children to school.
I think a lot of rely on the transit so if they
get rid of it what are they going to do?

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: maria deudas Sol
Affiliation: _____
Mailing Address: lrb@wi.rvr.com



Comment:
It is not good to reduce transit service or
bus transportation. It help it to everyone
to maintain fair for bus transportation.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Solrtha Gackon
Affiliation: _____
Mailing Address: 2443 N 96th St
Milwaukee WI
53206



Comment:
I think the County Public Transit
should do what ever is necessary to
keep the system running at a sufficient
rate. Transit help cut pollution and
has an impact on gas prices because
if more people use it the price of gas
will evidently go down. With the
gas one layer deteriorating the way it is
this cut in pollution is very well
needed

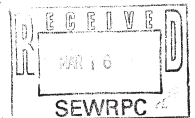
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WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Peng Lor
Affiliation: _____
Mailing Address: 841 N. 15th St. Apt #23
Milwaukee, WI 53233



Comment:
I don't use the bus, but if people need the bus then
I believe they should improve the transit system.
Not everyone can afford a car. I don't drive
any more because I can walk to school, but
when I want to go out of town, I carpool
with my friends. Bus transit is a good thing.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Fiona Anni

Affiliation: _____

Mailing Address: FKanni@juno.com



Comment:
We need public transit, the government should fund it because it helps those who have one car to manage. Also it helps reduce traffic by leaving your car at home and taking the bus.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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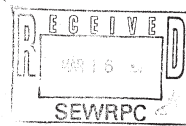
WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: [Signature]

Affiliation: _____

Mailing Address: _____



Comment:
I think that transit is a good idea although I believe that it could be better if more beneficial than harmful as with anything in life I believe that its not perfect but it does help many people.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Kue Xiong

Affiliation: Public Transit

Mailing Address: 500 S 13th

sheboygan wi

53081



Comment:
I think that the transit system is a good idea. I believe that most of the people that live in the inner city had no other way of transportation. Another reason would be the global warming issue. With more transit system the city will be cleaner and less pollutant.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING

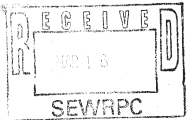
MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: ABIGAIL BAKER

Affiliation: Student MATC

Mailing Address: 311 W WALWORTH ST

Elkhorn WI 53121



Comment:
Think we should keep public transit - wish they would extend it further out for park and rides later into evening (43/83). Do not like driving into the city - public transportation is the way to go.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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Website: www.sewrpc.org/milwcotdp

From: Eric Maynard
Posted At: Tuesday, March 13, 2007 6:13 PM
Conversation: Bike racks on busses
Posted To: MilwaukeeCountyTDP

Subject: Bike racks on busses
Regarding "Unmet Transit Service Needs" in the upcoming MCTS 5-year plan. There are two things we hope you will consider:

1 - Electric buses. Milwaukee is situated in the middle of an EPA ozone non-attainment area. The result is thousands of people (often children) suffering from asthma and other chronic illnesses. Natural gas is not the solution; we need an electric-based system that can leverage the sustainable energy production capacity that is being brought online. I think this would be a huge PR item for MCTS. Please, please, please consider cleaning up our public transportation while setting an example for others to follow!

2 - Bike racks on buses. We understand it isn't possible to put routes into every neighborhood in the city, it just isn't cost-efficient. By providing space to take a bike along for the ride the range of our bus use today can be greatly extended. And who knows, maybe you can figure out a way to hook those bikes up to the electric batteries so we can recharge the bus while we ride ;)

We'd love to know if anyone reads these emails. If so, let us know, and keep up the great work.

Sincerely,
Alison and Eric Maynard
3839 S Austin St
Milwaukee WI, 53207
(hooray for routes 11 and 15)

From: Dan Gray
Posted At: Wednesday, March 21, 2007 3:33 PM
Conversation: Bike Racks on Buses!
Posted To: MilwaukeeCountyTDP

Subject: Bike Racks on Buses!

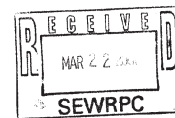
I would like to comment on what is called the "Unmet Transit Service Needs" in the plan. Adding bicycle racks to the front of buses would not only increase MCTS' transit ridership, it would also expand the service area currently served. Furthermore, the demographic using bicycle racks on the busses are not people who see this as another option rather than driving their automobiles, but people who have no other option than to use transit to travel. Statistics have shown that people who use bike racks on buses service often come from households without cars, do not hold a valid driver's license, and earn less than \$20,000 to \$30,000 annually. Lastly, out of Wisconsin's twenty municipal areas with public transportation systems, 8 currently have bike racks installed on their bus fleet while 3 more plan to add racks within the next six months. Clearly, adding bike racks on buses can be seen as a beneficial addition to MCTS' service.

Sincerely,

Dan Gray
Urban Adventures Coordinator
Urban Ecology Center
1500 East Park Place
Milwaukee, Wisconsin 53211
(414) 964-8505 ext. 115



TPAC
Transit Plus Advisory Council



March 19, 2007

Kenneth R. Yunker
Southeastern Wisconsin Regional Transit Authority
P.O. Box 1607
Waukesha, Wisconsin 53187

Dear Mr. Yunker:

The Transit Plus Advisory Council (TPAC) is a group of paratransit users or their guardians who volunteer their service to the Transit Plus program in order to ensure the availability of a quality transportation system, so that persons with disabilities in Milwaukee County may enjoy full participation in their community, day programs, employment, medical care and recreational activities.

According to federal law, ADA complementary paratransit programs must provide a level of service that is comparable to the fixed route system. Milwaukee County provides the Transit Plus program to serve the transportation needs of persons with disabilities in our community.

Currently over 17,000 Milwaukee County residents are enrolled in the Transit Plus program. In 2006, Transit Plus provided 1,032,970 door to door rides to disabled citizens of Milwaukee County. Nearly half of the rides in 2006 were provided to adult day centers and sheltered work shops, and another 20% to employment. 17% of rides were for dialysis and medical appointments with remaining rides to meal programs, social/recreational programs, shopping and education. Ridership demand for paratransit has increased nearly 17% in the last six years.

The Milwaukee County Transit System also provides accessible fixed route buses to meet the transportation needs of persons with disabilities who have the necessary mobility skills and cognitive abilities to use accessible buses. In 2006, passengers using wheelchairs increased their use of MCTS buses by 18.4 percent with 54,294 boardings, as compared to 45,873 in 2005.

Funding for the Transit Plus program is directly tied to funding for the Milwaukee County Transit System's fixed route buses. In the past, Milwaukee County has tried to protect the level of paratransit service provided to its residents. However, Milwaukee County may not be able to continue to provide paratransit service that goes far beyond what the federal ADA regulations require if there are future transit system funding shortfalls and fixed route service cutbacks. Transportation services in Milwaukee County for persons with disabilities who use either

901 N. 9th Street, Rm. 307-B, Milwaukee, WI 53233

1201AC

Milwaukee County's fixed route buses and Transit Plus' paratransit van and taxi services are in further jeopardy as cuts of as much as 35% by 2010 to the Milwaukee County Transit System are presently being forecasted. TPAC is very concerned about the proposed cuts in the Milwaukee County's bus system.

If the fixed route bus service area begins to shrink, the service area for the disabled is in danger of shrinking, thereby leaving persons residing outside of the service area without transportation. If weekend service is cut for buses, it most likely would be cut for paratransit riders as well. The negative impact this would have would be felt by all disabled citizens in Milwaukee County as well as the provider community.

Persons whose family members attend adult day care, dialysis/other medical treatment or other essential services will be unable to access these needed services. Disabled individuals living in group homes would be confined to their homes, placing added stress on an already burdened human service system. Others wanting to lead independent lives would be unable to do so.

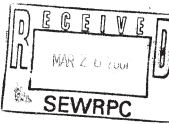
Please do not allow this to happen! Milwaukee County's bus system is among about 5 others in the nation that do not have a dedicated source of funding for transportation. Please help save the Milwaukee County Transit System by helping to secure a constant and reliable way to support our vital transportation system.

Thank you for your consideration and help.

Sincerely,

Arlene Conley
Arlene Conley
Chair, Transit Plus Advisory Council

ORDINANCE COMMENT
PUBLIC PARTICIPATION DESIGN
MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011



February 27, 2007
Milwaukee County Downtown Transit Center
909 E. Michigan Street
Milwaukee, Wisconsin

Name: James and Vichey Barriner
Affiliation: Bus riders
Mailing Address: 6444 W. Sheridan Ave.
Milwaukee, WI 53218

Comment:

The current redesign of Silver Spring does the following:
It makes crossing the street in winter treacherous. At times, it was deeper than 18 inches of snow.
It removes bus stops on the 63 route East bound, respectively on 66th street and 62nd street. Without due process, they disappeared.
These stops allowed people to avoid trouble, and gave easier access to transportation.
The bus stop on 64th street is inclined at a steep angle toward the busy street.
The grade on 68 street bus stop and the 64th street stop are not the same.

Southern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, WI 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103

Page 2

Cathy Bett, who in her own way declined to meet with me, said the state paid for the renovation. Then she told me later the County paid for it. She declined to even look at the 64th street stop. She also insisted the 66th and 62nd street stops couldn't be put back up because of the bike trail. What about all the other stops in that direction on the bike trail?
It seems to us that this work was done to inconvenience the residents in this area.

From: Sam Jensen
Sent: Monday, March 26, 2007 3:06 PM
To: Yunker, Kenneth R.
Subject: Suggestions for Milwaukee Co. 5 Year Transit System Development Plan

Here are a few things that I think MCTS should improve from a rider's viewpoint:

1. Travel times are a major issue. On the East Side, where I live, this is mainly caused by too many stops and conflicts with traffic. It would be good if there were fewer but better designed stops. For example, if on Rt. 15 between Locust St. and North Ave, if there were only stops at Locust, Newberry, Bellevue, Bradford and North instead of every 1-2 blocks, the ride would be much faster. Also, if those stops were bulb outs or had signal priority, so that the bus didn't have to wait through one or two traffic cycles to get to and leave the stop, that would be better. All stops should have a bench or shelter and info (just in the form of a little infopost) on the arrival times and fare, it would make the system easier to use. I know a lot of people who don't ride the bus because they find the system confusing and intimidating.
2. There should be express routes parallel to some heavily travelled/crosstown bus routes. For example, routes paralleling the 62, 21, 30, 15, 10, 27 and 19, stopping every 1/4 to half mile would make it possible to take the bus across town. As it is now, I have to either ask people for rides or spend half a day to get to Wauwatosa or Brookfield. The routes could just be an extension of the current routes (the one along North Ave would be 21E, for example) and wouldn't have to run that often. It'd be fine if they ran every 20-30 min since the shorter travel time would make up for the time spent waiting. This would also be a better plan than the mayor's (in my opinion) ridiculous "COMET" plan, which wouldn't interact with the current system as well.
3. Bus lanes and better shelters downtown and in high traffic areas. Wisconsin Ave easily has enough bus traffic to warrant bus lanes. It should also have bigger, better designed bus shelters with more info on the system for people who have to change to buses that they don't normally ride. There should also be some sort of transit info office downtown along Wisconsin or in a kiosk in the mall where you could pick up schedules and passes and get help with planning a trip.
4. Trip planning software would be nice. Google has a free trip planning software that Tri-Met in Portland uses. It would be nice to have something like that here. I don't think they pay anything for it either.
<http://www.google.com/transit>
5. Nicer, quieter buses! Milwaukee's New Flyer buses may be efficient and reliable but they're very unpleasant to ride in. They're uncomfortably loud, vibrate too much and jerk with bad transmissions. They're also ugly from the outside and belch smoke, which discourages people from riding them when they don't have to. Milwaukee should invest in higher quality European made buses. While they're likely more expensive, they're much more comfortable, quieter and modern-looking (as much as light rail cars) and would encourage people to ride the bus instead of driving. Maybe Milwaukee could secure a large order to import them like AC Transit in California did. They bought Van Hool buses and have had a lot of positive reaction to them. Volvo, Setra, Scania, Neoplan, Mercedes and MAN all make top quality buses that are more comfortable, better looking and much more fuel efficient than the ones we have here. MAN are the best I've ridden, although the rest are more than acceptable. I'd imagine that the fuel efficiency and ability to increase ridership these buses have should offset most of their higher cost to acquire. It doesn't matter how much cheap our buses are if they are unpleasant to riders and those around them.
http://www.man-mn.com/en/Products_and_Solutions/MAN_Bus/Stadtbusse/Stadtbusse.jsp

Sincerely,

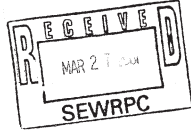
Sam Jensen

Shorewood, member of the Milwaukee Transit Rider's Union:
<http://transitformilwaukee.blogspot.com/>

WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011



Name: Michelle Bolduc

Affiliation: _____

Mailing Address: 4525 W. Sheffield Ave
Shorewood, WI 53211

Comment:

My family and I regularly ride the bus, and have been very happy with the frequency of service and the routes (we ride 10, 15, 62, 30 most often). However, hearing of the budget troubles of the MCTS is very disturbing, especially as Milwaukee Co. Executive Scott Walker seems to be pitting a form of public transportation against another (and it's infuriating that he seems to want to kill all public transportation). We need a dedicated funding source for buses. Since property taxes subsidize car travel, why not have tolls on the highway to subsidize bus travel? Public transportation (and esp. light rail) has a positive economic impact on cities (think of Portland OR) and should be explored on a regional basis. But we need a variety of public transportation - light rail and buses would work in tandem.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail: mlwco@dpsewrpc.org
Website: www.sewrpc.org/mlwco@dps

Posted To: MilwaukeeCountyTDP

Subject: Comment on Milwaukee County Transit System Development Plan: 2007-2011

Submitted: 3/28/2007 11:28:05 AM

Name: Bob McGrill

E-mail:

Organization: US Bank

PO Box/Street:

City: Milwaukee

State: WI

Zip:

Phone:

Comments: Go for a sales tax its the easiest answer and our sales taxes much lower than other cities our size.

Appendix A-2

COMMENTS RECEIVED BY TELEPHONE

TELEPHONE COMMENT

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Mary Attkins

Affiliation: private citizen

Mailing Address: 2218 N. 55th St.
Milwaukee, WI 53208

Telephone: _____
wanted to know about PIMs for TDP Long-term users
of the transit system, her "lifeline". Husband is
disabled.

TELEPHONE COMMENT

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

Name: Ms. D. Williams

Affiliation: _____

Mailing Address: PO Box 070425
Milwaukee, WI 53207

Telephone: _____ Feb. 21, 2007

Often, when the bus approaches an
intersection where a transfer would occur,
you can see the bus coming in the
other direction. There is no way for the
drivers to communicate so the driver of the
bus I'm on can tell the driver of the
bus I'm transferring to that they should
wait for me to transfer.

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Appendix A-3

WRITTEN COMMENTS MADE AT PUBLIC MEETINGS

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: Dan Lee

Affiliation: _____

Mailing Address: _____

Comment:

Rush-hour headways on all
lines shouldn't be longer than 10 min.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: Else Ankel

Affiliation: Cambridge Woods ^{Neighborhood} Assoc.

Mailing Address: 3368 N. Bartlett

Milw. WI 53211

Comment:

The Eastside needs
a better bus system
for UWM commuter
students

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

Freeway Flyers are
needed to go out
Northbound during the
mornings between 7:00AM
to 10:00AM or to 12:00PM
This can create more
job opportunities for
Milwaukee inner city
residents.

Name: Arlyce Vogel

Affiliation: _____

Mailing Address: _____

Comment:

Keep Freeway Flyers
in service

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: Mayor Tom Taylor
Affiliation: City of Franklin
Mailing Address: 2014 Elroy Ct.
Franklin, WI, 53132

Comment:

Data on boards
does not reflect new
growth along the 27th
Street & Corridor from
approximately College Avenue
to South County Line Road.
Employers such as
Northwestern Mutual &
Whealon Transitions and the
(over)

number of existing and
future employers is
not accounted for
properly.

Population projections
for Franklin and Oak Creek
do not appear to be
a consideration in
transit service.

The staff of ~~SEWRPC~~ SEWRPC
should meet with the
City Development Director
of Franklin & Oak Creek
prior to making
final recommendations
on future transportation
systems.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____
Affiliation: _____
Mailing Address: _____

General
Comments

- * Bus schedules are printed too often. Money wasted.
- * Size of bus schedules need to be reduced - not
a convenient size.
- * MCTS loses money when people get on bus from
back door without paying & when one person
enters bus with transfer & passes it to their friend.
- * Buses need to better connect at intersections.
- * Eliminate transfers to reduce cost of printing &
have a different fare structure. Transfers litter
the environment also.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____
Affiliation: _____
Mailing Address: _____

Comment:

Think creatively about funding
ideas. Rent space in Transit
Bldg? It's in a great loca-
tion. Market higher end adv-
ertisers on TV's in buses for
more funding. They have a
captire kind of audience.
Think creatively. Don't just
say we can't do it.
Brainstorm as of yesterday.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____
Affiliation: _____
Mailing Address: _____

Comment:

- A day pass is needed for passengers who have several destinations, and a monthly pass would be a nice option.

- Also a 2 hour time transfer since bus fare is \$1.75

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____
Affiliation: _____
Mailing Address: _____

Comment:

Use a alternative fuel for the buses instead of diesel fuel or experiment with battery or electric powered buses to reduce pollution emissions in the air

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: LeRoy Switlick
Affiliation: 2919 S. 31st
Mailing Address: Milwaukee, Wis. 53215

Comment:

• Why does Route #29 end in a park'n ride lot in Hales Corner extend that route into the village where transit riders could benefit from it.

• Oak Creek / Franklin needs better service.

- A cross county route needs to be set up on Rawson Ave.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: LeRoy Switlick
Affiliation: 2919 S. 31st
Mailing Address: Milwaukee, Wis. 53215

Comment:

The time has come to set up a Metropolitan Transit System, funded on a metro or statewide basis

WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

February 27, 2007
Milwaukee County Downtown Transit Center
909 E. Michigan Street
Milwaukee, Wisconsin

Name:
Affiliation:
Mailing Address:

Comment:
Think creatively about funding
Think of unused income sources
Run fundraisers, craft fairs?
People need the buses for health +
legal issues as well, which means
if they had the money for a car
they wouldn't drive it.
Companies could "adopt" buses as
community leaders
Individuals + companies could buy
memorial plaques to express their
caring + leadership for the community.
Merge with another bus or transit co with
the stipulation services wouldn't be
cut.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail: milwcotdp@sewrpc.org
Website: www.sewrpc.org/milwcotdp

WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

February 27, 2007
Milwaukee County Downtown Transit Center
909 E. Michigan Street
Milwaukee, Wisconsin

Name: Daniel Lee
Affiliation:
Mailing Address: 6133 W Spokane St
Milwaukee 23

Comment:
* Think and act regionally. One system similar to Boston's
MBTA, MCTS, Waukesha Metro & KRM should be one RTA.
* Rush hour headways should be no more than 10 minutes.
Longer waiting times lose riders.
* MCTS/RTA need dedicated funding source to take it off the
property tax. Ideally, it should be a progressive funding source
* MCTS needs core routes that serve as the system backbone.
Interurbans (light rail), streetcars and/or express buses are
better suited for their role.
* More lines must cross county lines to connect people w/ jobs.

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PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

February 27, 2007
Milwaukee County Downtown Transit Center
909 E. Michigan Street
Milwaukee, Wisconsin

Name: Mike Hineberg, Julie Alexander
Affiliation: Independence First
Mailing Address: 600 W Virginia
Milw WI 53204

Comment:
Please create a dedicated funding source
in case to maintain MCTS, make to preserve
paratransit service area. This will
allow people with disabilities to go to
work and participate in community activities

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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bus service cutback protest Talking Points

Please support a dedicating funding source for Milwaukee County Transit System (MCTS). By limiting MCTS services, we will take away the ability for many people to be educated, employed and/ or independent. The funding crisis with MCTS with directly affect not only the people who rely on the fixed route transportation but people with disabilities as well.

Over 17,000 Milwaukee County residents are enrolled in the Transit Plus program, Milwaukee County's paratransit program for people with disabilities. Paratransit eligibility is based upon a person's inability to use fixed route transportation due to a disability. Funding for Transit Plus is directly tied to funding for the fixed route system.

In 2006, Transit Plus provided 1,032,970 door to door rides to citizens with disabilities of Milwaukee County. Ridership demand for paratransit steadily increases from year to year and has increased nearly 17% in the last six years. 45% of rides were provided to adult day centers and sheltered workshops and another 20% to employment. 17% of rides were for dialysis and medical appointments with remaining rides to meal programs, social/recreational programs, shopping and education.

If the fixed route service area begins to shrink, the service area for people with disabilities is in danger of shrinking, thereby leaving persons residing outside of the service area without transportation. If weekend service is cut for buses, it most likely could be cut for paratransit. The impact will not only be on the fixed route rider.

Persons whose family members attend adult day care, dialysis/other medical treatment or other essential services will be unable to access these needed services. People with disabilities living in group homes would be confined to their homes, placing added stress on an already burdened human service system. People with disabilities who work could no longer. Others wanting to lead independent lives would be unable to do so.

Please support a dedicated funding source for MCTS services so there will be no cutbacks in service. Not doing so can only result in more problematic issues for Milwaukee County. As a county citizen, I feel that cut backs will only decrease the ability for Milwaukee County residents to lead productive and independent lives.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

February 27, 2007
Milwaukee County Downtown Transit Center
909 E. Michigan Street
Milwaukee, Wisconsin

Name: Trina Grieshaber
Affiliation: _____
Mailing Address: 2755A N Murray Ave
Milwaukee WI 53211

Comment:
Living a carfree lifestyle is important to my spouse and me for personal, environmental, and economic reasons. By most standards, we could afford a car, but choose to save the money and put it towards the local arts scene, local bike shops, and the hometown airline. We do okay, but it is hard to compare our current life with life in Hannover, Germany, a town of similar size. There we went mostly without even thinking about cars. Durnah Milwaukee and Southeast Wisconsin would look to if not Europe, at least places like Portland Oregon, which connects car, light rail, bus and bike modes of transit.

- What I want to see:
1. Fixed transit. Rail and trolley lines have been shown to attract businesses and residents (see my reference tonight)
 2. Integration: • Bike racks on buses • Service to Lake Express
 3. Regional Cooperation: My grandmother lives with a ferry terminal in New Berlin across the street from the bus stop. →

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more on back →

My family looked into Transit Plus (paratransit) for getting her to dialysis appointments. But she could only get help from Milwaukee County if she lived there, or Waukesha County if her doctor were in Waukesha County. So 3 times a week, my parents drive her to Ryan Road and back. It is such a waste of gas, their time, and money. Some intercounty transport needs to be worked out.

4. Allow passengers to travel both directions on freeway flyovers (no empty trips)
5. Keep current service routes hours, or expand.
6. Bring back route #1 Express - when I rode it daily it was standing room only at rush hour, why was this cut?

Finally, I know this all costs money. Make it happen and fund by whatever means possible. If the bus service is cut, you will lose at least two Milwaukee County residents with higher degrees to another state. Make Milwaukee, and southeastern Wisconsin, a great place to work and live.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

February 27, 2007
Milwaukee County Downtown Transit Center
909 E. Michigan Street
Milwaukee, Wisconsin

Name: SHEA SUWACHMEYER
Affiliation: BICYCLE FEDERATION OF WI
Mailing Address: 1845 N. FARWELL AVE #100
MILWAUKEE, WI 53202

Comment:
PLEASE CONSIDER INCLUDING ADDING BIKE RACKS TO MCTS BUSES WHEN WRITTING THE 5 YEAR PLAN.

FOR MORE INFORMATION ON BIKE RACKS ON BUSES, PLEASE CONTACT ME. shea@bfwi.org / 414.437.1761

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WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

February 27, 2007
Milwaukee County Downtown Transit Center
909 E. Michigan Street
Milwaukee, Wisconsin

Name: OREG JANISCH
Affiliation: SELF
Mailing Address: 3814 E. MORRIS AV
CUDAHY WI 53110
gjanischcudahy@msn.com

Comment:
COULD YOU PLEASE DO SOMETHING ABOUT TRANSIT TV? THE PROGRAMMING IS LOUD, TRASHY AND DISTRACTIVE. IT IS SO LOUD THAT I CAN HEAR IT OVER MY HEADPHONES AT MAX VOLUME! I DO NOT WANT TO BE FORCED TO LISTEN TO TV COMMERCIALS WHEN I AM TRYING TO CONCENTRATE ON THE BUS. IF NOTHING ELSE, PLEASE TURN THE VOLUME DOWN!!! BEFORE TRASH TV, I WOULD READ EVERY DAY ON THE BUS. NOW, I CANNOT READ AND I TURN UP MY HEADPHONES TO MAX VOLUME IN AN EFFORT TO DROWN OUT THE ANNOYING, TRASHY COMMERCIALS AND PROGRAMMING. BUS RIDERS DO NOT NEED TO WATCH TV WHILE RIDING THE BUS!! PLEASE CONTACT ME AT GJANISCHCUDAHY@MSN.COM THANKS, *[Signature]*

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February 27, 2007
Milwaukee County Downtown Transit Center
909 E. Michigan Street
Milwaukee, Wisconsin

Name: Mary Ehlinger

Affiliation:

Mailing Address: 3243 S. 92 St #209
Milwaukee WI

Comment: Do not want cuts in Transit Plus for the disabled, my brother David Ehlinger is disabled and has taken Milwaukee Buses for 40 years.

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MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

February 27, 2007
Milwaukee County Downtown Transit Center
909 E. Michigan Street
Milwaukee, Wisconsin

Name: Elaine K. Ritzel

Affiliation:

Mailing Address: 1658 S. 52nd St
West Milwaukee 53214

Comment: Overall bus service is excellent, I always carry bus tickets and often leave my car at home. Please keep fares affordable for those who have no transportation option. Your television commercials encouraging bus ridership were well done - how else can bus riding be made more appealing?

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WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

February 28, 2007
United Community Center
1028 S. 9th Street

Name: Linda Hope

Affiliation:

Mailing Address: 3226 W. Greenfield Ave
Milw 53215

Comment: Please extend #19 Greenfield Ave to cover the new pickup zone on Miller Parkway. #19 Greenfield could go south on Miller Parkway to pick up #54 Brentana, 51 Lincoln, 54 Oklahoma + 14 Forest Home. The new stores on Miller Parkway + old 43rd St, Post office, Apartments could use the service.

Please put the after school kids on their own buses. Tell bus drivers to remember the old saying - "ings given gladly but no visiting" People stand right in the way.

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

February 28, 2007
United Community Center

Name: Michael Ramirez

Affiliation: Loyalty Equals Brotherhood (UW-Milwaukee)

Mailing Address: 125 Mineral St., Milwaukee, WI 53204

Comment:
- I believe cuts in the bus system will be detrimental to the city and to those who are dependent on the bus system
- I propose an extension to the 90-C to Milwaukee's near southside 4th and Madison
- I suggest MCTS receive its funding from the sale and renewal of license plates and vehicle titles; five dollars (\$5) doesn't make much difference to the driver; property taxes already cost enough

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 28, 2007
United Community Center

Name: Edgar Mendez
Affiliation: Loyalty Equals Brotherhood (UW-Milwaukee)
Mailing Address: 1539a S. 13th
Milwaukee, WI 53204

Comment:
I feel strongly that the elimination
of the U-Bus system would cause an
extreme hardship to many students at
UW-Milwaukee. We were also in
the process of proposing an extension of
the 40 U-Bus route into the near southside.
With the elimination of the U-Bus it will be
even harder for an inner city student to
attend the University or other colleges.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 28, 2007
United Community Center

Name: Luis D. Mendez
Affiliation: L.E.B. Loyalty Equals Brotherhood
Mailing Address: 1523 S. Union St.
Milw Wis 53204

Comment:
With the elimination of U-Buses
it will cause ^{many} issues for many
students that attend UW-M
I am a student that uses the
U-Bus system.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 28, 2007
United Community Center

Name: MATTHEW STANELLE
Affiliation: CITIZEN
Mailing Address: 6548 N 52nd ST
MILWAUKEE, WI 53223

Comment:
EXPAND ADVERTISING & MARKETING SECTOR
• INCENTIVES FOR LOCAL PATRONS
AND LOCAL BUSINESSES TO BRING
IN OTHER MEANS OF FUNDING (EVEN
IF MINIMAL)
SELL/DISPENSE COMMON COMMODITIES ON
YOUR BUSES (FOR CONVENIENCE & INCENTIVES)

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
March 1, 2007
HeartLove Place

Name: Jayne Felton
Affiliation: _____
Mailing Address: 3254 N. OAKLAND AVE
Milw 53211

Comment:
windows should not be
covered with shrink wrap.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

March 1, 2007
HeartLove Place
3229 N. Dr. Martin Luther King Jr. Drive

Name: Susan Cirimo

Affiliation: citizen

Mailing Address: 6421 W. Mamecke Ave.
Wauwatosa, WI 53213

Comment: I am a regular bus rider for work + fun activities for getting to downtown. This is a good transit system, but needs improvement - a stable

- 1) Get a dedicated funding source, to stop service cuts + fare increases, + to save MCTS + ensure responsive service.
- 2) Link up local buses to light rail that links up w/ outer points of Milw County + surrounding counties. People need to stop being so car-dependent, for environmental + creation reasons.
- 3) Make outer counties kick in to finance regional light rail + buses in Milw. - charge a toll (user fee) for those who use Milw expressways + drive into + out of Milw, + who are in surrounding counties.
- 4) Get regional transit w/ light rail + buses - w/ surrounding counties, + a regional transit authority to stop different counties' + cities' political curm from shifting responsibility to each other + shifting →

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Tax payers - incl. those who don't drive + don't pay for them to drive. No expressway via Marquette interchange. Don't need to give back.

blame to each other. The current system of fragmented jurisdiction immobilizes policy-making! I'm a Milwaukee native, but I have lived in Boston, San Francisco, + Germany - all of those have commuter rail lines that link into the city. Milwaukee should do the same. It could then boost ridership w/ other counties' residents, reduce reliance on cars, + reduce carbon emissions from cars. Higher ridership would fund the service extensions.

- 5.) Barrett's streetcars should be examined carefully to ensure it will help - + not hurt - MCTS, + will not drain money from MCTS.
- 6.) Get other county residents to pay for regional transit - tax payers + poor city residents who don't drive cars pay taxes to rebuild the Marquette Interchange for Ozaukee + Waukesha. Those counties need to pay their share for regional transit.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011

March 1, 2007
HeartLove Place

Name: _____

Affiliation: _____

Mailing Address: _____

Comment: Portland, OR has some good transit going on - + Fairless Square, a large area of downtown where no fare is charged + I think it encouraged more bus use to the downtown area for work-shopping + Bus "malls" - 5th + 6th street which allowed no personal automobiles - only buses + light rail (and cabs?). Allowed for fast and hassle-free riding driving + transferring in downtown. I would not be opposed to a gas tax or tollway to help fund more mass transit.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011

March 1, 2007
HeartLove Place

Name: Kizzie Willingham

Affiliation: _____

Mailing Address: _____

Comment: I appreciate the public transportation system. I think they are important. But I would like to see more frequent service at this point.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
March 1, 2007
HeartLove Place

Name: Jim Carpenter
Affiliation: _____
Mailing Address: 1653 W. Prospect #9c
Milw WI 53202

Comment: short range have designated
"10 minute headway" routes
Long range: Bring back
trackless trolley run with
electricity made from
renewable energy
(e.g. wind power). Buy
electricity of WE Energy
"Energy for Tomorrow" program
i.e. Their green energy program.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

March 6, 2007
Zoofari Conference Center
9715 W. Bluemound Rd.

Name: Chris Hansen
Affiliation: Sierra Club
Mailing Address: 6141 N. Bluffwood Ln
Glandale WI 53217

Comment: I salute you for considering bike racks
on buses! Now all we need is money to do it!
Tax the automobile! Auto license, reg
new + used car sales, gasoline sales, etc.
Why tax auto? They are one of the main
causes of pollution and congestion.
The auto culture, desktop or trains
+ trolleys in the cities + cities. Now it
is spreading to bus systems.
That can fund money to build up more +
streets. How about buses + rail? Who's
is going to share?

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

March 6, 2007
Zoofari Conference Center
9715 W. Bluemound Rd.

Name: Jill Wesolowski
Affiliation: Sus Rider!
Mailing Address: 1264 Kavenagh Pl
Wauwatosa

Comment: First, thanks for holding these meetings. However, it was tough to find
the details of schedules and location (starting from a black and a
plate # on Transit Television).

Milwaukee has better bus service than several other cities I've
lived in, but there's always room for improvement.

You might consider adding a Trip Planner portion of the rider info
website - helping riders match up their destinations and schedules.
Los Angeles and San Diego have successful software for this.

The suggestion board already covers most of my ideas.
Get bike racks on buses, turn the volume down on Transit TV,
offer more locations to buy tickets and passes

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continued

and tightening connection times.

In addition other cities have ways of bus drivers to contact
one another (if a passenger is trying to make a connection, for
example). Here in Milwaukee, drivers are only able to hark
at one another across the intersection. Help them help us.

And, this may be unpleasant for Regional Transit powers that be,
but if it is your job to improve, implement, monitor, and
administer the Milwaukee county transit system, then you
need to take the bus. You can not be effective at
your job unless you use the system you serve/direct.

Thanks, I'll submit the
things I think of later via email!

WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

March 6, 2007
Zoofari Conference Center
9715 W. Bluemound Rd.

Name: EUGENE NICKEL

Affiliation: TAXPAYER - COUNTY RESIDENT

Mailing Address: 555 ROBERTSON ST.
WAUKESHA, WI 53213

Comment:

No 1/2% added sales tax, Milwaukee sales taxes are already higher than neighbor counties.
Steel tracks in roadway are not feasible in operation.
What will you do with the rubber tired trolleys in the downtown loop?
Use the \$91.5 million in Federal Top M money to operate our present transit systems.

WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

March 6, 2007
Zoofari Conference Center
9715 W. Bluemound Rd.

Name: Scott Euk

Affiliation:

Mailing Address: 9543 West Forest Home Avenue, #7
Hales Corners, WI 53130-1615

Comment:

If Southeastern Wisconsin and Milwaukee County are to have a truly
effective transportation system, the DASH service and route will have to be
revised. Not only must service extent and frequency be restored - both must
be expanded to accommodate the realities of growth in the county. Specifically, having
myself lived in Hales Corners for some two years and worked in Greenfield for over three,
I can testify firsthand that the MCTS must restore service to these areas.
The restoration of South 108th Street, Janesville & Land Road/Paint Home Avenue in the Village
of Hales Corners commercial center. In the Village of Greenfield, Southside Mall and Keshom
Robertson, a major employer, are like centers. Perhaps the best option for
restoring service to these municipalities would be the restoration of the former segments
of MCTS routes 16 (South 108th Street) and 14 (South 60th Street, which once extended westward
along East Forest Avenue to South 108th Street). In addition, consideration should
also be given to extending service farther down West Forest Home Avenue to South 108th

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following
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It is long past time for Milwaukee County
to stop its policy of cutting the cost of transit. These requests mean cuts in
service. The benefits of a good public transit system outweigh the costs of
if that means Milwaukee County must raise taxes, it would all die
if it could be worked out. And if we are to raise taxes, let those who can
afford them pay them! This means that Milwaukee County (and

must stop relying on the archaic and inequitable
property tax to fund public transit - and consider
a dedicated funding source, or even a progressive
county-level income tax.

Scott Euk
3/6/07

WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

March 6, 2007
Zoofari Conference Center
9715 W. Bluemound Rd.

Name: Lucas Hart

Affiliation: Citizen

Mailing Address: 1216 N 85th St
Wauwatosa WI 53226

Comment:

On the issue of Federal funding decreasing for public transit:
focusing on improving existing lines within already developed areas
seems to be a possibility for decreasing the cost of operations,
and therefore, decreasing the need for federal funding. In addition,
by improving transit lines within developed areas the possible
35% decrease in service may be avoided (through 2010),
by decreasing operating costs, that could potentially increase
if transit expands beyond developed areas. Finally, due
to the data that shows Milwaukee transit as being a top
ranking system and the data showing that transit dependence
lies mostly in the developed areas, it is wise to "fill in"
transit in existing urban areas. These choices will also help
limit urban sprawl and keep development within current cities
while rejuvenating areas of the city that are dying out. of course,
this will preserve open space in surrounding areas for enjoyment too!
Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following
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WRITTEN COMMENT

PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

March 6, 2007
Zoofari Conference Center
9715 W. Bluemound Rd.

Name: SHANE WOOD HART SENIOR STUDENTS

Affiliation:

Mailing Address:

Comment:

TRANSIT STOPS FOR PUSES, TRUCKS of INTERMEDIATE
KIOSK @ GRAND AVE (Stages 97) MALL.

THERE SHOULD BE INCREASE / EXPIRE OR DECREASE
LIMITS FOR NOISE, W.R.T, BUSES

REPLACE TRANSFERS WITH SMART CARDS SO
FARE BOX PREPAID TRANSFER - TRANSFERS ARE OUTDATED,
BUT WE LOSE A UNMODERN

FARE ZONES ... WHY NOT?

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following
the meeting to the Southeastern Wisconsin Regional Planning Commission.

Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail: milwcotdp@sewrpc.org
Website: www.sewrpc.org/milwcotdp

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

March 6, 2007
Zoofari Conference Center
9715 W. Bluemound Rd.

Name: Richard Riley
Affiliation: ATU Local 998
Mailing Address: 734 N. 26th St.
Milw, WI 53233

Comment:
Overall concern with the status
of MCTS and the continual decline
of the system.
Dedicated funding is needed to overcome
to probable demise of the system in
2009-2010.
There are a number of ideas presently
out there from our political leaders.
But we need our State, + local leaders to
come together with a consensus plan
to make this work.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

March 6, 2007
Zoofari Conference Center
9715 W. Bluemound Rd.

Name: R. Riley
Affiliation: _____
Mailing Address: _____

page 2

Comment:
MCTS has been consistently ranked
as a high quality transit system
nation wide and as other major
metropolitan systems have upgraded
via dedicated funding and new
modes of transportation MCTS
has been stagnant and in some
cases taken steps backwards.
It's a fact that a high quality
transit system improves the quality of
life and spurs economical growth.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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P.O. Box 1607
Waukesha, Wisconsin 53187-1607
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MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011

March 10, 2007
Repairers of the Breach
1335 W. Vliet Street
Milwaukee, Wisconsin

Name: Harold

Comment:
go back to
fares
charged
to their
year 2000

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011

March 10, 2007
Repairers of the Breach
1335 W. Vliet Street
Milwaukee, Wisconsin

Name: Janet

Comment:
how about a 2 or 3 day
pass? I pay \$49- week to
ride bus. (2 people) \$7.00 day.
or 1 day pass for \$3.00 a person

Appendix A-4

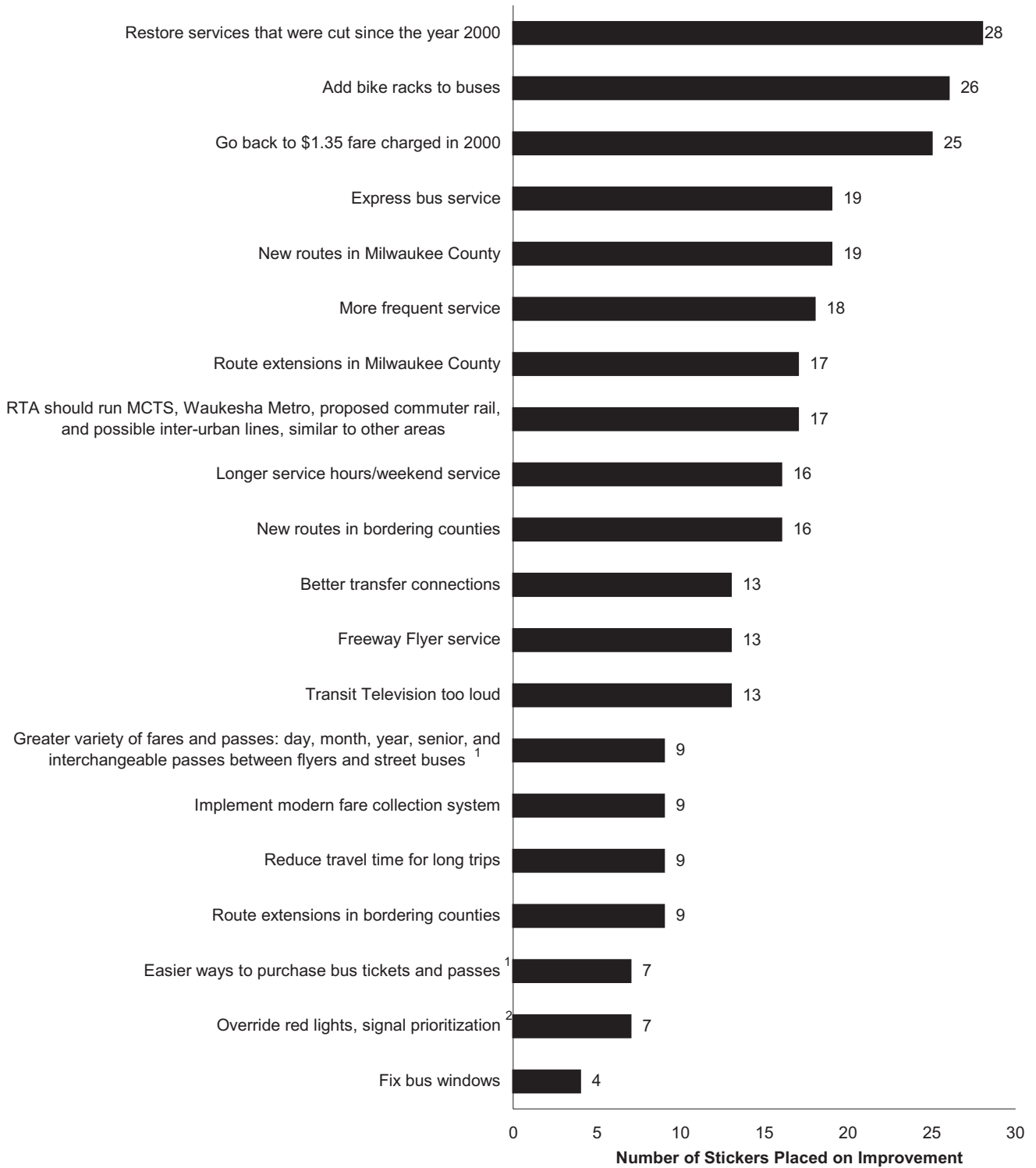
COMMENTS FROM INTERACTIVE BOARDS AT PUBLIC MEETINGS

At the public meetings, two interactive display boards were used to gather further public input on potential service improvements to the Milwaukee County Transit System.

Preferences for Potential Service Improvements. One board showed a list of potential service improvements, such as “Restore services cut since 2000” or “Reduce travel times for long trips”. Interested individuals were given three stickers to allocate their preference for the potential service improvements. The board also had blank spaces at the bottom, which allowed individuals to write in their own ideas for potential service improvements, such as “Transit Television too loud” and “Add bike racks to buses”. Regional Planning Commission staff counted the number of stickers placed beside each potential service improvement. The chart on the following page displays the preferences of meeting attendees for potential service improvements.

MCTS Map Showing Areas of Concern. The other interactive display board showed a map of the Milwaukee County Transit System routes. Interested individuals were given numbered pushpins, which they placed in the map at a point where they had a specific problem or concern with MCTS service. They then wrote their comment on a comment form showing the pin number on the top right-hand side. The map on page A-24 displays the location of each of the pushpins from the public informational meetings and the number of the comment. The numbered comments follow the map.

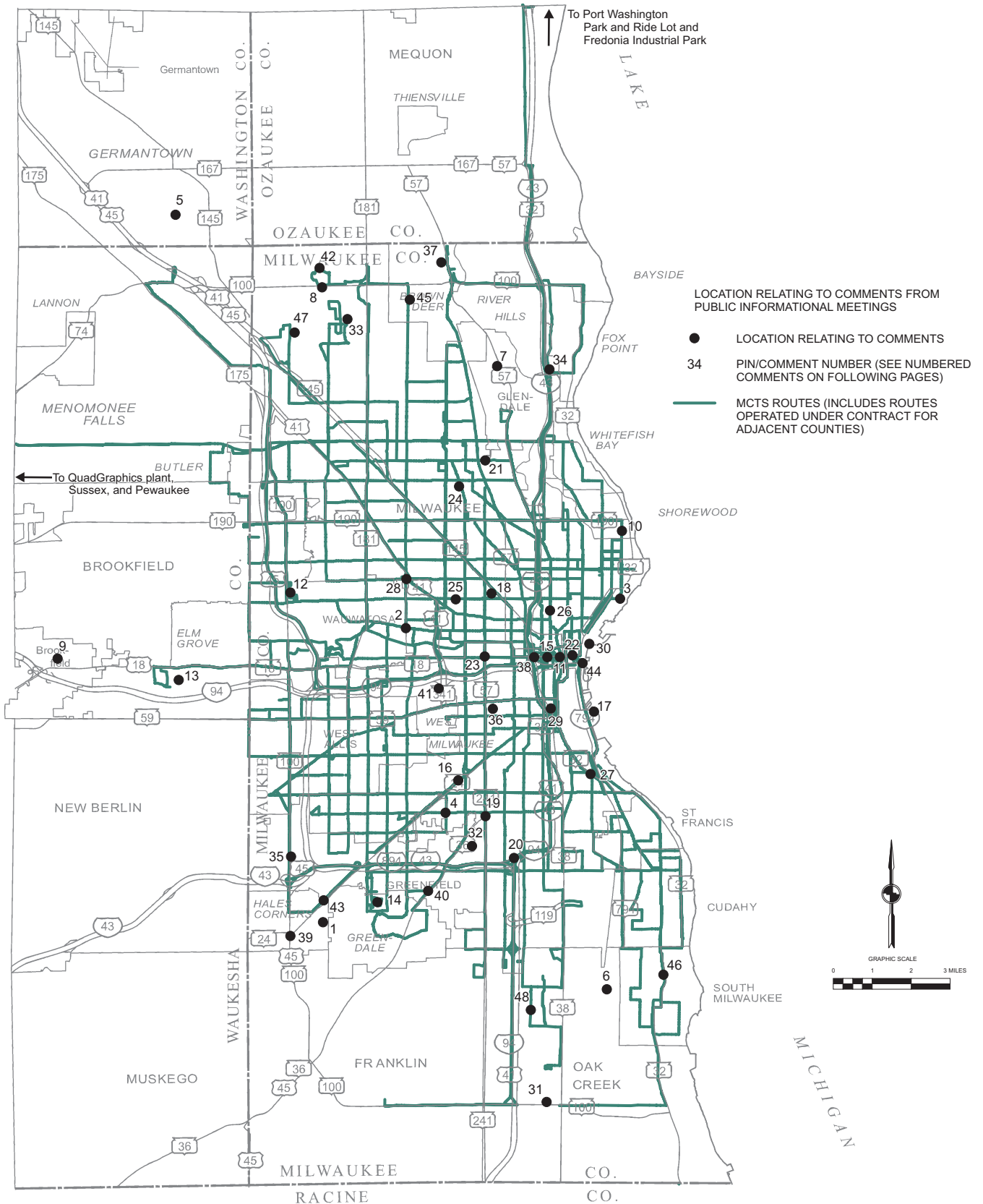
**PREFERENCES OF MEETING ATTENDEES FOR POTENTIAL SERVICE IMPROVEMENTS AT
PUBLIC INFORMATIONAL MEETINGS FEBRUARY 27 TO MARCH 10, 2007**



¹Added at second public informational meeting on February 28 at United Community

²Added at third public informational meeting on March 6 at Zoofari Conference

**COMMENTS MADE REGARDING MCTS SERVICE AND AREAS OF CONCERN
AT PUBLIC INFORMATIONAL MEETINGS FEBRUARY 27 - MARCH 10, 2007**



Source: SEWRPC.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 1

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____
Affiliation: _____
Mailing Address: _____

Comment:
EXTEND RT. 28
TO SOUTH RIDGE

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 3

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____
Affiliation: _____
Mailing Address: _____

Comment:
Extend existing Route 21 service
to UWM everyday in place of
Route 30 - DOWNER BRANCH east
of Prospect + North.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 2

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____
Affiliation: _____
Mailing Address: _____

Comment:
Extend Route 11 to Mayfair
in place of Route 31 west of
60th St.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 4

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: Barbara Ode
Affiliation: _____
Mailing Address: 3120 E Norwich Ave #317
St. Francis, WI 53235

Comment:
Bring back the No. 50 bus
over Morgan Avenue
- Should extend down to Howard Ave
because of senior buildings
at Faircrest + Thomson Meadows;
and other condos in that area.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 5

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

Service to Germantown

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 7

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

Service of unby line to
Good hope & Green Bay

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 6

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

Service of 15 or 80 to
E Rawson Ave

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 8

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

More frequent service
Rte 70 past Bradley

Bring back Rte 1
Express

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 9

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

Increase Cross-County Coverage

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 11

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

Downtown Milwaukee:
• Can 4th St. + Wisconsin Ave. bus stop (NW corner) be moved 1/2 block south on 4th St. due to restaurant going into base of condo building?
• Any benefit to having buses travel west on Michigan and east on Wells? Cleaner Wisconsin Ave.? More businesses to Downtown area?
• Buses on Wisconsin Ave. leapfrog & if one isn't standing at the right stop, it's a longer wait to get a bus to go a few blocks in the Downtown area.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 10

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: Gus Ricca

Affiliation: Passenger

Mailing Address: 1910 East Jarvis Street
Shorewood, WI 53211

Comment:

Extend Route 62 to the Downer Street Shopping area: Bank, stores, Senciks, Downer Theatre, Schwartz Book store and several pubs-cafes.

Funding: I support the .5% Sales Tax to make the Regional Transit Authority a real power to build & improve bus and rail transit

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 12

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

Route 31 - Mayfair:
Route is too winding and takes too long to get to Mayfair. Hard for ^{bus} drivers to navigate narrow streets off Vliet. Drivers have to wait for drivers of cars to come out of their homes to move cars before buses can get through. If there's not room for a Park n Ride lot at Mayfair, can the Watertown Plank Flyer have an extended route to drop people off at Mayfair mall?

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 13

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

Route 3X - Miss the express
service to Brookfield Square.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 14

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

35th St. - 35th route to
Southridge is missed.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 15

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: Mary Guy - Franke

Affiliation: _____

Mailing Address: 3355 S 114th St

West Allis, WI 53227

Comment:

Taking the #15, while the
students are traveling to &
from school is horrific.
Could there be designated
student trips?

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 16

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

Bring back Route 14X Express
+ extend to Southridge during
holiday shopping season.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 17

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

Provide seasonal service to
Lake Express Ferry terminal

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 19

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

27th St bus. They should
all be college buses.
There are businesses
all down 27th St to
College now + ~~have~~
they've been there for
a long time.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 18

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

Bring back the #1 Express Route
Add bike racks to buses

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 20

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

Save the 47
Flyer.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 21

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____
Affiliation: _____
Mailing Address: _____

Comment:
Restore Route 58 from Amtrak
to Appleton-Villard

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 22

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: JUDITH
Affiliation: _____
Mailing Address: _____

Comment:
Bring Back The Trolley
and have it go to Walker's Point
to East Side

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 23-26

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____
Affiliation: _____
Mailing Address: _____

Comment:
Rt 27 - more buses
are needed during
rush hour times
during the AM and PM
Rt 19 more buses during ^{rush} hours
Rt 35 also more
buses are needed
Rt 1 Metro to return! (8)
Rt 21 more buses needed
during the rush hour

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 27-28

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 27, 2007
Milwaukee County Downtown Transit Center

Name: _____
Affiliation: _____
Mailing Address: _____

Comment:
(27) Bring back 52 - Clement
So the route 15 - 15th ave branch
can be like the early '90's + go
into Cudahy via Chicago Ave.
(28) extend route 22 to 92nd Grantosa
where route 57 goes + then run route
57 to 100th + Lisbon or 124 + Capitol

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 29

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 28, 2007
United Community Center

Name: Michael Ramirez
Affiliation: Loyalty Equals Brotherhood (UW-Milwaukee)
Mailing Address: 125 West Mineral St., Milwaukee,
WI 53204

Comment:

extension of U-Bus #0-U into Milwaukee's
near south side

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 32

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 28, 2007
United Community Center

Name: NANCY DAVLANTES
Affiliation: _____
Mailing Address: 5943 SUGARBUSH LANE
GREENDALE WI 53129

Comment:

REDUCTION IN # OF BUSES PREVENTS
ME FROM WORKING LATER IN
EVENING - LESS FLEXIBILITY

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 30-31

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
February 28, 2007
United Community Center

Name: Terry Peterson
Affiliation: _____
Mailing Address: _____

Comment:

Revisit "30 Maryland" along
S. Prospect #1. Route.

More Bus stop to WEST of S. Howell
& RYAN RD.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 33

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
March 1, 2007
HeartLove Place

Name: _____
Affiliation: _____
Mailing Address: _____

Comment:

W. Bradley and 81st Street -
No routes serving E-W travel

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 34

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
March 1, 2007
HeartLove Place

Name: Jean Mc-Coy - Garner
Affiliation: _____
Mailing Address: 6725 W. Bradley Rd #307
Milwaukee, WI 53225

Comment:
No handicap exit
walk for wheelchairs using
Bus service to shop
or transfer to bus
lines exiting Bayshore.

Pin 35
(continued)

Classes that would allow me to work during the day. I prefer not to drive, especially around campus, but I am often forced to. Parking is already a big enough problem on campus, as is traffic, and the problem will only worsen if the UBUS & Flyer services are cut-back anymore or eliminated. If these routes were eliminated that would add the traffic of the students who commute to the already hectic rush hour traffic that clogs the roads that are a mess from construction. I'm sure this increase in traffic would cause more accidents, and I know it would cause more pollution. ~~It is~~ A major reason I take the bus is to cut back on pollution. I take all routes all over the city, and I'm concerned that if these routes are cut back the pollution will only get worse.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 35

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
March 1, 2007
HeartLove Place

Name: Chad Schettler
Affiliation: _____
Mailing Address: 2921 S 90 St
West Allis, WI
53227

Comment:
The cut of services with the UBUS
and Freeway Flyers has taken away my option
of taking night classes at UWM or of
getting a job on campus. I, along with many
others I have talked to, am unable to
work many jobs I would like that are during
the day, because I can't take night classes.
Since the bus only runs during the day
I am unable to take afternoon + night ->

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 36

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
March 1, 2007
HeartLove Place

Name: CURTIS L. STEDMAN
Affiliation: _____
Mailing Address: 8250 W. NATIONAL AVE #230
WEST ALLIS, WI 53227-1652

Comment:
A DISCOUNTED PASS FOR SENIORS, EITHER MONTH-
LY OR WEEKLY. CHANGE ROUTE 18 FROM SPLIT
ROUTE TO STAYING ON NATIONAL AVE ALL THE WAY.
EXTEND ROUTE 19 ON GREENFIELD AVE ALL THE WAY.
CHANGE ROUTE 19 11TH/13TH ST. ROUTE BACK TO
ROUTE 37 (NO MORE SPLIT ROUTE 19). EXTEND
TRANSFER LENGTH OF TIME, ESPECIALLY ON
WEEK-ENDS WHEN TIME POINTS ARE EXTENDED.
SERVICE TO THE SOCIAL SECURITY OFFICE ON
84TH + FOREST HOME.
(OVER)

EXTEND SERVICE ON MILLER PKWY (43RD)
TO OKLAHOMA AVE. (NOT THE #19, I WANT
THAT TO GO OUT GREENFIELD AVE)
MAYBE A NEW ROUTE THAT WOULD GO
NORTH ON SHERMAN BLVD + GO SOUTH ON
THE EXPRESSWAY TO NATIONAL + CON-
TINUE ON AS NOTED ABOVE.
SERVICE MILW. CTY. PARKS, SUCH AS
WHITNALL PARK etc.

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
March 1, 2007
HeartLove Place

Name: Jim Carpenter
Affiliation: _____
Mailing Address: 1633 N. Prospect #9C
Milwaukee WI 53202

Comment:
~~1) I think that service should~~

- 1) off peak service should consider dropping off or picking up people ~~at~~ ~~stops~~ at places other than stops.
- ~~2) The 30 airport bus~~
- 2) The 30 bus should stop at 6th to coordinate with 80 airport bus.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
March 1, 2007
HeartLove Place

Name: Sue Giaimo
Affiliation: citizen
Mailing Address: 6421 W. Meinecke Ave.
Wauwatosa, WI 53213

Comment:
Pin # 37 on map:
Extend Bus route to
University School -
extend Brown Deer Bus
to Range Line Rd, ~~or even~~
+ then north on Range Line to
Fairy Chasm Rd + Range Line -
put a stop here,
then my spouse could take
the bus to work, which
he would like to do.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
March 6, 2007
Zoofari Conference Center

Name: Scott Erik
Affiliation: _____
Mailing Address: 9543 W Forest Home Ave #7
Hales Corners, WI 53130

Comment:
The intersection of S 108th street and
Janesville Plank Rd / Forest Home Avenue in
the Village of Hales Corners is a
major commercial center. MCTS must
restore service to the Hales Corners / Greendale
area. Perhaps the best option for restoring
service to these municipalities would be the
restoration of the former coverages of MCTS
routes 16 (South 108th street) and 64 (South 60th street,
which once extended along W Grange Ave to
S 108th street.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 40

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
March 6, 2007
Zoofari Conference Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

Pin #40: Restore service
along Rt. 35 to Iowis + Edgerton
or AT LEAST During Am Rush hours
(No pre-9am service makes it hard to
get to work or school)

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 42

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
March 6, 2007
Zoofari Conference Center

Name: Caribbean Buhk

Affiliation: _____

Mailing Address: _____

Comment:

More frequent service needed -
bus only comes every 45
minutes

Really really appreciate the
improvements for accessibility

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 41

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
March 6, 2007
Zoofari Conference Center

Name: _____

Affiliation: _____

Mailing Address: _____

Comment:

Add Routes that go to Ballpark
prior and after games
ALA #90 Routes -> very crowded.
do: NATIONAL AV } - good public
North AV } - good public
State St } - good for taverns
35th St ? } - good for city
Residents
- not good for
Brewers
Bus depts could go to game

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 43

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011
March 6, 2007
Zoofari Conference Center

Name: Scott Enk

Affiliation: _____

Mailing Address: 9543 W Forest Home Ave #7
Hales Cornes, WI 53130

Comment:

Consideration should be given
to extending service farther down
W. Forest Home Ave to South 108th
street, and to extending service
farther westward on West Layton Avenue
to West Forest Home Avenue to
South 108th Street, basically following
the nonfreeway route now used by the
Whitnall Flyer MCTS route (#43).

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011

Pin 44

March 10, 2007
Repairers of the Breach
1335 W. Vliet Street
Milwaukee, Wisconsin

Name: _____

Comment: ^{bus}
Put a stop ~~at~~ at Van Buren
on the route 30, where the route
30 turns onto Van Buren
It's very hard to walk back
from the bus stop 1 block
down - better for disabled
people.

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011

Pin 46

March 10, 2007
Repairers of the Breach
1335 W. Vliet Street
Milwaukee, Wisconsin

Name: Vivian Smith

Comment:
They help 15 Rats they
don't help me in my wife in daughter
in mother on Bus in its not safe
Because of High School kids who
Should be tax or truck off

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011

Pin 45

March 10, 2007
Repairers of the Breach
1335 W. Vliet Street
Milwaukee, Wisconsin

Name: _____

Comment:
Bring back the #1
route - it ~~was~~ allowed me
to get to my job much
better

MILWAUKEE COUNTY TRANSIT SYSTEM
DEVELOPMENT PLAN: 2007-2011

Pin 47

March 10, 2007
Repairers of the Breach
1335 W. Vliet Street
Milwaukee, Wisconsin

Name: _____

Comment:
Lots of jobs up in Park Place
Industrial park, but
infrequent bus service

March 10, 2007
Repairers of the Breach
1335 W. Vliet Street
Milwaukee, Wisconsin

Name: _____

Comment:

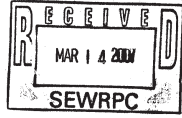
Route 219 serves an
area with lots of
jobs - should operate
more hours, not just
morning and afternoon.

Lots of people live on
South 27th street
& they can use Route 219
to get to jobs.

Appendix A-5

ORAL COMMENTS MADE AT PUBLIC MEETINGS

BROWN & JONES REPORTING, INC.



PUBLIC COMMENTS IN RE:

PUBLIC INFORMATIONAL MEETING ON
THE MILWAUKEE COUNTY TRANSIT
SYSTEM DEVELOPMENT PLAN:
2007-2011

PUBLIC COMMENTS taken before KATHLEEN E. CARTER, a Certified Realtime Reporter, Registered Merit Reporter and Notary Public in and for the State of Wisconsin, at Downtown Transit Center, Harbor Lights Room, 909 East Michigan Street, Milwaukee, Wisconsin, on February 27, 2007, commencing at 4:30 p.m. and concluding at 7:00 p.m.

312 East Wisconsin Avenue, Suite 608
Milwaukee, WI 53202
PHONE: (414) 224-9533
FAX: (414) 224-9535

PUBLIC INFORMATION MEETING, 02/27/2007 3

1 TRANSCRIPT OF PROCEEDINGS
04:26 2 MR. JERRY PAPA: My name is Jerry Papa.
04:26 3 I am a bus driver out of KK Station for the
04:26 4 Milwaukee County Transit Service, Badge 1530. And
04:26 5 I have run for both union vice president and union
04:26 6 president of Local 998, and in both cases I was
04:26 7 defeated.
04:26 8 The union bussing that is readily
04:26 9 apparent in The Milwaukee Journal article of
04:27 10 February 14th, 2007, under the byline of Larry
04:27 11 Sandler, must cease and desist immediately. We, as
04:27 12 unionized workers, over a period of the contract
04:27 13 from 2001 to 2007, a six-year period, gave back to
04:27 14 the company over \$72 million in real money by
04:27 15 granting the G board to MCTS, which allows them to
04:27 16 defer full-time employment to employees for a
04:27 17 three-year period, and the changes, the disastrous
04:27 18 changes, in the route schedules beginning on August
04:27 19 1st, 2005, that took away overtime pay from every
04:27 20 single driver.
04:28 21 We have witnessed over a period of five
04:28 22 years the deterioration in the system, the
04:28 23 elimination of the Routes 1 and 2, the express
04:28 24 routes, that go to the northwest and southwest
04:28 25 sides. The State of Wisconsin in 2004 indicated

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04:28 1 that both of those routes needed to be
04:28 2 reestablished for environmental purposes and
04:28 3 reasons.
04:28 4 Mr. Walker has, for a period of over four
04:28 5 years now, done nothing to get dedicated funding to
04:28 6 our system. We are in need of dedicated funding to
04:28 7 come up with a precise, accurate and fair formula
04:28 8 to sustain the system in perpetuity. To do
04:28 9 anything else is to commit economic suicide in
04:28 10 southeastern Wisconsin.
04:28 11 We are the ones who are on the front line
04:29 12 of the battle, the bus drivers, maintenance
04:29 13 employees and support staff of Local 998. Twice we
04:29 14 have been cited as the best bus system in the
04:29 15 country. This was pre-Scott Walker, pre-George
04:29 16 Torres.
04:29 17 It is foolhardy to engage in any type of
04:29 18 labor warfare, as the opening salvo was fired in
04:29 19 that February 14th, 2007, Milwaukee Journal
04:29 20 article, and I hope that the shortsighted views of
04:29 21 SEWRPC on labor relations will not continue.
04:29 22 My name is Jerry Papa, P-A-P-A, 2300 West
04:29 23 Good Hope Road, Glendale, Wisconsin, 53209.
04:30 24 MR. CLAUDE SCHUTTEY: I'm Claude R.
04:30 25 Schuttey with the University of

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04:30 1 Wisconsin-Milwaukee. I'm director of University
 04:30 2 Architects, Planners and Transportation. As part
 04:30 3 of that position, I head up university parking and
 04:30 4 transit. As part of that, we manage the UPASS
 04:30 5 program for UWM, and also we manage the employee
 04:30 6 Value Pass program for UWM.

04:30 7 Let me talk a little about what the UPASS
 04:31 8 means to our students within Milwaukee County. We
 04:31 9 have 28,000 students at UWM. We have a 60 percent
 04:31 10 pickup rate of the UPASS program. Many of our
 04:31 11 students use it. It's the only way to UW -- the
 04:31 12 only way they are able to get to UWM.

04:31 13 We also have students who do drive
 04:31 14 partway to your freeway flier lots, and then they
 04:31 15 take your Freeway Flier buses to UWM.

04:31 16 We cannot afford to have additional cars
 04:31 17 coming to UWM and clogging up the streets within
 04:31 18 the neighborhood. We only have 2,500 parking
 04:31 19 spaces on UWM for 28,000 students and 3,000
 04:31 20 employees.

04:31 21 Let me talk about the employee Value
 04:31 22 Pass. We have 450 people who purchase the employee
 04:32 23 Value Pass. We split the cost with the individual
 04:32 24 who buys that. They use that to ride from your
 04:32 25 Freeway Flier routes. The loss of those routes to

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04:32 1 UWM would create another major problem for
 04:32 2 employees getting to work, not getting there on
 04:32 3 time, not being able to travel there, and being
 04:32 4 able -- not being able to leave their car at home,
 04:32 5 but they would have to bring their car to the
 04:32 6 campus.

04:32 7 So, there's a couple issues. First of
 04:32 8 all, we talked about the environment. We will be
 04:32 9 having more cars traveling on the streets and
 04:32 10 coming to the campus, polluting the environment,
 04:32 11 along with not being able to provide a service for
 04:32 12 our students to get to UWM. With many of the
 04:32 13 programs we have at UWM Access for Success,
 04:32 14 students that don't have cars, that use the
 04:33 15 Milwaukee County Transit System.

04:33 16 We are completely opposed to these cuts
 04:33 17 that you have talked about in your long-range plan.

04:33 18 So I'm just going to say, I ask County
 04:33 19 Executive Mr. Walker -- Scott Walker, excuse me, to
 04:33 20 look for some way to provide additional funding to
 04:33 21 subsidize the Milwaukee County Transit, so these
 04:33 22 routes are not cut to the campus because it would
 04:33 23 be a great loss to the City of Milwaukee as
 04:33 24 Milwaukee -- City of Milwaukee and Milwaukee County
 04:33 25 if people cannot get to UWM.

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04:33 1 Thank you.

04:34 2 MR. OSCAR PEREZ: My name is Oscar Perez,
 04:34 3 and I am a Neighborhood Relations Specialist with
 04:34 4 UWM, University of Wisconsin-Milwaukee, and the
 04:34 5 mailing address there is 2310 East Hartford,
 04:34 6 Milwaukee, Wisconsin, 53211.

04:34 7 And regarding the proposed cuts that were
 04:34 8 published in the paper, and especially those
 04:34 9 impacting the university and the students, and the
 04:34 10 Freeway Flier or UPark locations, and the locations
 04:34 11 that would affect the faculty, staff and students
 04:35 12 of the university, it would be extremely impacting
 04:35 13 on each of them not to have these bus services, and
 04:35 14 it would be devastating in that the touting of the
 04:35 15 higher education will not be accomplished by our
 04:35 16 future of this city, which are the students right
 04:35 17 now.

04:35 18 Currently UWM has reached a status of a
 04:35 19 nationally renowned research institution of higher
 04:35 20 education, and cuts on Milwaukee County Transit
 04:35 21 service to and from the university would greatly
 04:35 22 impact this national honor.

04:35 23 So based on those reasons, in my position
 04:35 24 I'd be -- in my position with the university, I
 04:36 25 would be against the cuts that would impact

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04:36 1 especially the ridership to the university.

04:36 2 MS. JANE STREMLow: My name is Jane
 04:36 3 StremLow. I live in Thiensville, 235 Williamsburg
 04:36 4 Drive, Apartment No. 3.

04:36 5 I've been taking the Freeway Flier since
 04:36 6 the '70s. I take it on Brown Deer Road and Green
 04:36 7 Bay Avenue. I've been taking it since the '70s,
 04:36 8 and I'm very concerned. I'm only 52. How am I
 04:36 9 going to get to work.

04:36 10 I do not care to drive downtown
 04:37 11 Milwaukee. I've been taking this bus many, many
 04:37 12 years, and I'm very concerned. I am planning to
 04:37 13 work until I'm 70, and I am 52 yet.

04:37 14 So whatever you can do, I would really
 04:37 15 appreciate it. Thank you.

04:44 16 MS. BARBARA ODE: What I -- My address is
 04:44 17 3120 East Norwich Avenue, Apartment 317, St.
 04:44 18 Francis, 53235-4939 in there. Barbara Ode. Okay.

04:44 19 My main thing is I'd like to see the
 04:44 20 buses stay on. They shouldn't eliminate them
 04:45 21 because it would put a kibosh on people getting
 04:45 22 out, getting to work, and going to church, and
 04:45 23 especially if people don't have cars, that people
 04:45 24 are dependent on the bus system. And I still like
 04:45 25 to do -- to get out and do things.

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04:45 1 And another thing, the bus drivers need a
04:45 2 job. They need to drive. And I don't like to see
04:45 3 service cut on weekends either. They should keep
04:45 4 on as regular, you know. There's no reason that
04:45 5 they should take them off, just because of
04:45 6 ridership going down.

04:45 7 And, in fact, I noticed that the buses
04:45 8 are fuller. Ridership is increasing I've noticed
04:45 9 on a lot of lines. So I think that's my comment.

04:53 10 MS. ARLYCE VOGEL: Arlyce Vogel, 500 West
04:53 11 Bradley Road, Apartment C102, Milwaukee, 53217.

04:54 12 I take the 49 Flier from Bay Shore Mall,
04:54 13 and this allows me to work in downtown Milwaukee
04:54 14 and not have to determine that I'm going to pay
04:54 15 exorbitant fees for parking downtown.

04:54 16 There are two things that I really am
04:54 17 adamant about. One is that you continue the 49
04:54 18 Flier -- well, you continue the Flier service
04:54 19 overall, and, number two, that you continue to
04:54 20 provide free parking at those park-and-rides
04:54 21 because that is the determining factor for a lot of
04:54 22 us who ride the bus or drive, is I can park free
04:54 23 there and I can make sure that my car is going to
04:54 24 be there when I get done at the end of the day.

04:55 25 MR. ROBERT McMULLEN: Robert McMullen,

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04:55 1 28 -- no, 2508 East Bellevue Place, Milwaukee,
04:55 2 Wisconsin, 53211.

04:55 3 I just think that we should -- we should
04:56 4 lower the amount of stations we have -- I mean --
04:56 5 not stations -- stops. I'm sorry. And we should,
04:56 6 you know -- we should group -- How do I say it?
04:56 7 Like say you have five stops, you know,
04:56 8 if we could take those five stops and then group
04:56 9 them into one stop, that would be, I would find,
04:56 10 better for the train -- better for the buses than
04:56 11 just stop, after stop, after stop, after stop.

04:56 12 You know, they don't stop at every stop,
04:56 13 I know, but like in that five-stop area maybe
04:56 14 you'll get like one person at that stop, and you
04:56 15 can stop. Maybe in that five-stop area you'll get
04:56 16 nobody. Maybe in that five-stop area you'll get
04:56 17 like six people. So, you know. It's better for
04:56 18 the buses, I think.

04:56 19 Also, I think we should sell passes.
04:56 20 Whether it be one day, three days, a week, which we
04:56 21 sell, a month, or a year. You know, I think that
04:57 22 would be -- You know, because I've been in
04:57 23 situations where I was like, oh, I have to buy a
04:57 24 week pass, another week pass, another week pass,
04:57 25 when I really just wanted to buy, you know, a

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04:57 1 three-month pass, or a three-week -- you know, or
04:57 2 like a year pass would be really good. So that
04:57 3 would be good to, you know, introduce to the, you
04:57 4 know, system.

04:57 5 Also, I think we should modernize our
04:57 6 buses. Whether -- I heard that we're supposed to
04:57 7 modernize by 2010. But, you know -- sure, that
04:57 8 will be fine for modernization, you know, but we
04:57 9 need to buy buses that, you know, they have a --
04:57 10 how do you say it -- they have like a break in
04:57 11 them. I don't know how to say it. Basically, the
04:58 12 bus can go like this, where half the bus -- half
04:58 13 the bus is here and half the bus is here. I don't
04:58 14 know, let's call this a breakage, I would call it.

04:58 15 You know, those should be used on like
04:58 16 the 21 Line, but they shouldn't be used on the 30
04:58 17 Line. On the 30 Line we can just, you know -- we
04:58 18 can just go with our normal buses, you know, they
04:58 19 don't have a breakage.

04:58 20 Next thing. We need two to four stations
04:58 21 where people can purchase tickets, info. I mean,
04:58 22 they can go into like the stations and say, you
04:58 23 know, "We" -- like -- how do I say it -- they can
04:58 24 walk into a station, into this little thing, and
04:58 25 it's like, you know, small, whatever, and they can

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04:59 1 get, you know, Amtrak tickets. MCTS tickets -- I
04:59 2 think that's what it's called -- MCTS tickets, I
04:59 3 mean, Greyhound tickets. I mean, they can purchase
04:59 4 tickets from everybody. And then they can find out
04:59 5 information about it, they can, you know, learn the
04:59 6 plans of the system, you know, they can, you know,
04:59 7 find out information about it.

04:59 8 But that would take work with, you know,
04:59 9 the MCTS system. I think it's MTCS. MTCS? Yeah,
04:59 10 MTCS. So it would take cooperation between that
04:59 11 system and the, you know, Amtrak system, the
04:59 12 Greyhound system, and so on and so forth. But, you
04:59 13 know -- So I think we need like two to four, maybe
04:59 14 five stations, within the Milwaukee County area.

04:59 15 Exact change would be something that we
05:00 16 don't need. I think, you know, it should -- they
05:00 17 should have like little -- little change things on
05:00 18 the buses where they hit, you know -- where you can
05:00 19 get, you know, 10 cents, a dollar, you know, any of
05:00 20 those things, and like the coins would fall, you
05:00 21 would, you know, grab them and put them in your
05:00 22 pocket.

05:00 23 But, I mean, you know, exact change is
05:00 24 just -- it hurts us. Because if we feed a
05:00 25 dollar -- two dollars into the system, and, you

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05:00 1 know, we used to be able to write back and say, I,
 05:00 2 you know, got \$2 -- you know, I put \$2 in the
 05:00 3 system, here is my bus pass, a little thing, you
 05:00 4 know, could I get, you know, a quarter back, and
 05:00 5 they would send you a quarter back or -- You know.
 05:00 6 But now we don't have that system as far
 05:00 7 as I know. And so it would be really good if we
 05:01 8 could get, you know, a not exact change system.
 05:01 9 So -- Also, we should have a stop at the
 05:01 10 Amtrak station. I mean, you know, because they're
 05:01 11 both publicly funded by the federal government. I
 05:01 12 mean, Amtrak's funded by the federal government and
 05:01 13 the MTCS system is funded by the federal
 05:01 14 government. They should work with -- They should
 05:01 15 work together. So, I mean, if we had a stop at the
 05:01 16 Amtrak station, or like, you know, four stops at
 05:01 17 the Amtrak station for four buses, that would be,
 05:01 18 you know, something that would, you know, help me
 05:01 19 and others. So --
 05:01 20 And the last thing, buses should meet up
 05:01 21 with each other. Say if you take the 21 bus, that
 05:02 22 should meet up with the 10, the 15, the 30, you
 05:02 23 know. It just -- It should just meet up with those
 05:02 24 buses. So when the 30 is coming down, you know,
 05:02 25 either way, you know, you should be able to meet up

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05:02 1 with buses.
 05:02 2 Say you got out, and you went, and you
 05:02 3 like ran over to the 30, and the bus just went
 05:02 4 flying by, or the bus was way down at this other
 05:02 5 station that was, I mean, already past you, you
 05:02 6 know, you should have another bus that comes like
 05:02 7 right away.
 05:02 8 I mean, if you live on Belleview, and
 05:02 9 Downer, there's a 30 stop and there's a 21 stop.
 05:02 10 The 30 comes along -- No, the 21 comes along, and
 05:02 11 then right after that it's the 30. I mean, they
 05:02 12 could space them out a little bit more so that like
 05:02 13 you always had a bus when you went there. I mean,
 05:02 14 ten minutes is really the longest you should wait.
 05:02 15 So -- Yeah. That's about it.
 05:03 16 MR. MIKE HINEBERG: My name is Mike
 05:03 17 Hineberg, H-I-N-E-B-E-R-G, and I reside at 4215
 05:03 18 North 100th Street, Unit 148C, Milwaukee, 53222.
 05:03 19 And I'm asking the County to create a
 05:04 20 dedicated funding source for the Milwaukee County
 05:04 21 Transit System, thereby preserving the areas served
 05:04 22 by the Paratransit. Because if we shrink the fixed
 05:04 23 route system, the Paratransit will serve less of
 05:04 24 the community. And people with disabilities rely
 05:04 25 on the Paratransit system to go to work, go to

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05:04 1 doctor's appointments, participate in community
 05:04 2 activities.
 05:04 3 45 percent of Paratransit riders go to
 05:04 4 daytime activities, 20 percent of the Paratransit
 05:04 5 riders go to employment, and 17 percent go to
 05:04 6 doctor's appointments. Last year over -- in 2006
 05:05 7 over 1 million people were served by the
 05:05 8 Paratransit system. I should -- Let me correct
 05:05 9 that. There were a million rides, so people may
 05:05 10 have been served more than once, obviously. And
 05:05 11 that's expected to increase by 17 percent yearly in
 05:05 12 the future.
 05:05 13 So to reduce the Milwaukee County Transit
 05:05 14 System services would in effect reduce services to
 05:05 15 people with disabilities and limit their ability to
 05:05 16 work and participate in the community. That's it.
 05:06 17 MS. JULIE ALEXANDER: Julie Alexander.
 05:06 18 Address, 7224 West State Street, Unit 1A, in
 05:06 19 Wauwatosa, Wisconsin, 53213.
 05:06 20 Okay. And I am a person with a
 05:06 21 disability that relies on the Paratransit system,
 05:06 22 because I have a visual impairment and need large
 05:06 23 print, et cetera. It's hard for me to take a bus
 05:06 24 because of my mobility and visual issues here.
 05:06 25 Basically I'm very concerned about the

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05:06 1 cuts to the Paratransit system because that is
 05:06 2 going to cut services. Now, I also do know that
 05:06 3 there is a bus route on -- across the street from
 05:07 4 where I live, which allows me to have Paratransit
 05:07 5 here, and that bus route comes very rarely here, so
 05:07 6 I'm definitely concerned about that route being
 05:07 7 cut.
 05:07 8 They keep on truncating the bus routes
 05:07 9 here. So I'm concerned, very concerned, about
 05:07 10 that. And from what I've heard, they're cutting
 05:07 11 the Freeway Fliers and cutting almost like a third
 05:07 12 of bus routes. So that would cut Paratransit, so
 05:07 13 it would eliminate -- it might even eliminate my
 05:07 14 way to work every day, and I'll very concerned
 05:07 15 about that, because I like working. And I am
 05:07 16 concerned about that.
 05:07 17 I'm wondering if the County could look at
 05:07 18 a dedicated funding source, maybe an additional car
 05:07 19 tax or hotel tax, to come up with, you know, a few
 05:07 20 cents -- You know, there's so many people driving
 05:07 21 in Milwaukee, it's good for us to have a transit
 05:07 22 system that is reliable here, and maybe looking at
 05:08 23 adding a couple of cents onto a car tax or a hotel
 05:08 24 tax because that would help the city grow and
 05:08 25 actually use their transit system.

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05:08 1 I know that when you're dealing with bus
05:08 2 routes, and other routes, I mean, sometimes -- The
05:08 3 approach usually is let's try and eliminate --
05:08 4 let's eliminate routes, let's eliminate the times
05:08 5 that they come. Each time a person -- Each time
05:08 6 the county does that, basically less and less
05:08 7 people want to rely on it that are, you know, poor,
05:08 8 that could probably try and get a car, just because
05:08 9 it's too unreliable -- some routes are too
05:08 10 unreliable for people to actually go to work.
05:08 11 So it is like an unending circle of
05:08 12 problems here.
05:08 13 But I think that we, as a big city, need
05:08 14 to have a good transit system. And there are other
05:08 15 states that have dedicated sources, and they've
05:08 16 dealt with this issue, and Milwaukee County really
05:09 17 needs to come up with a way of dedicating some
05:09 18 funds to have a good transit system, so people can
05:09 19 find employment.
05:09 20 People -- I work with other people with
05:09 21 disabilities, and people can find employment in
05:09 22 outlying areas and actually not be stuck in their
05:09 23 houses here. So that is my comment.
05:09 24 MS. ELIZABETH LENTZ: 5200 Tuckaway
05:10 25 Boulevard, Greenfield. Elizabeth Lentz.

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05:10 1 I wish that they would think of more ways
05:10 2 to raise funding, including things like renting out
05:10 3 the spaces in this building. Even the waiting area
05:10 4 doesn't seem to be used to its best potential
05:10 5 because I never see very many people sitting there.
05:10 6 They could rent these spaces out,
05:10 7 including this room, because it's so strategically
05:10 8 located. Rich organizations, well-to-do
05:10 9 organizations, would be interested in being close
05:10 10 to these art museums. It's in a really good
05:11 11 location and you -- the bus company could earn more
05:11 12 funding that way.
05:11 13 Also, they could raise the costs of the
05:11 14 Clear Channel, or whoever is on the -- using the
05:11 15 TVs. They could raise costs there for more
05:11 16 funding. Okay. Okay.
05:11 17 Oh, also, possibly toll booths. If we
05:11 18 could have toll booths in Milwaukee, or the state
05:11 19 line, certainly Chicago does, some of that money
05:11 20 could be used for that. Also, we could have
05:11 21 fundraisers. The Performing Arts Center does
05:11 22 fundraisers, why can't the bus company.
05:11 23 They could ask the community for memorial
05:11 24 plaques. They could ask the large businesses that
05:11 25 are along the line, and far along the line, like

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05:12 1 maybe at the end of the line, where a lot of people
05:12 2 work, and those people use that bus, they could
05:12 3 say, "Would you like a memorial plaque on the bus,"
05:12 4 with -- and it would say something like, "This bus
05:12 5 comes to you courtesy of Nordberg," or whatever
05:12 6 company it might be, Delco, AC Delco, whatever.
05:12 7 And individuals could do this as well.
05:12 8 Okay. Like they do for plaques in the
05:12 9 flooring over here in the -- the art museum. They
05:12 10 could have annual fundraisers for the community.
05:12 11 Oh, the other thing, as far as saying
05:12 12 that if we get the economy better, then people
05:12 13 would be able to buy cars, the fact is a lot of
05:12 14 people who take the bus won't use the cars. They
05:13 15 still wouldn't buy cars. Many people who use
05:13 16 cars -- I mean, who use the bus, I'm sorry, use it
05:13 17 because either they have health problems, sight
05:13 18 problems, or maybe medical problems, and that's why
05:13 19 they have to use the bus.
05:13 20 Or maybe they've had their driver's
05:13 21 license taken away, and they're not getting it
05:13 22 back, or something like that. And those people
05:13 23 need it.
05:13 24 And also there are people who, even if
05:13 25 they do have the money, wouldn't -- wouldn't stop

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05:13 1 using the bus, would want to use the bus. Because,
05:13 2 first of all, if the economy grows -- the economy
05:13 3 would have to grow \$20,000 for each person for them
05:13 4 to even afford a car anyway.
05:13 5 So it's not realistic for just the
05:13 6 economy to be all -- to be the decider on the bus,
05:13 7 on cutting the bus.
05:13 8 And then, just individually, from a
05:14 9 personal perspective, the 27th Street -- every
05:14 10 other bus is a College bus. They should all be
05:14 11 College buses. The reasoning the bus company
05:14 12 always gave me was that they ended at Point Loomis
05:14 13 because Point Loomis was as far as the business
05:14 14 industries went, the commercial industries. Well,
05:14 15 the commercial industries now go much farther.
05:14 16 They all go to College Avenue.
05:14 17 Based on that, all the 27th Street buses
05:14 18 should be College buses. And, also, whenever I get
05:14 19 on a College bus, it's always more crowded because
05:14 20 it's more needed. So if they were all 27th, it
05:14 21 would just be better.
05:14 22 And last but not least -- Oh, yes. Also,
05:15 23 if people all had cars, and suddenly the economy
05:15 24 got better, and we all got cars, it wouldn't be
05:15 25 good for the ecology, or the air, and there isn't

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05:15 1 room to park all those cars downtown, which is
 05:15 2 where a lot of people work.
 05:15 3 I guess that's it. That's it. Thank
 05:15 4 you.
 05:16 5 MS. MICHELLE BOLDDUC: Michelle Bolduc,
 05:16 6 4525 North Sheffield Avenue in Shorewood.
 05:16 7 And I'd like to say only a few things.
 05:16 8 One is that I love the bus system. We ride the
 05:16 9 buses regularly, even being up in Shorewood, and
 05:16 10 that it would be great if there were some kind of a
 05:16 11 dedicated funding source specifically for the
 05:16 12 buses, something even like a car -- a toll on cars
 05:16 13 on the roads to subsidize the buses. Cars are
 05:16 14 always subsidized, car travel is always subsidized,
 05:16 15 and I think that automobile drivers need to help
 05:16 16 with the public transit as well.
 05:16 17 I'm not -- I'm very worried about the way
 05:16 18 that the fares are increasing, and then the
 05:16 19 services are being cut, because ridership goes
 05:17 20 down, and I think that there needs to be greater
 05:17 21 regional cooperation to support transportation --
 05:17 22 public transportation in Milwaukee County, but also
 05:17 23 in the neighboring counties, especially between
 05:17 24 Waukesha and Milwaukee County.
 05:17 25 And I don't see why we can't have light

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05:17 1 rail and a bus system. I think they should be able
 05:17 2 to work in tangent, and it would only be really
 05:17 3 good for our economy. That's it.
 05:17 4 And bike racks on buses would help to
 05:17 5 increase -- it would help to get people out of
 05:17 6 their cars, and riding their bikes, and taking the
 05:17 7 buses so there would be less pollution.
 05:18 8 MR. DAVID ZEISE: David Zeise. Address
 05:19 9 is 2525 South Shore Drive, Apartment 24E,
 05:19 10 Milwaukee, Wisconsin, 53207.
 05:19 11 And I mainly just want to say that the
 05:19 12 cycle of raising fares, cutting service, it results
 05:19 13 in less riders. And when you have less riders, you
 05:19 14 have less revenue. And then to make up for the
 05:19 15 loss of revenue, they raise fares, cut service, and
 05:19 16 the cycle keeps going every year, this downward
 05:19 17 cycle of losing riders.
 05:19 18 Now, this year they raised the bus passes
 05:19 19 and tickets by \$2. And that affects two main
 05:19 20 groups of people. You have the commuters that are
 05:19 21 middle class people that will start driving because
 05:20 22 of that big increase, and you have the other -- the
 05:20 23 elderly, disabled people that depend on the bus.
 05:20 24 Now, they don't have a choice, they have
 05:20 25 to depend on the bus. And they're the ones that

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05:20 1 suffer the most because of the cuts in service and
 05:20 2 the price increases.
 05:20 3 They should try some innovative things to
 05:20 4 increase ridership. One of the things I suggested
 05:20 5 to my County Supervisor was a senior citizen bus
 05:20 6 pass that would be a half-fare bus pass. This
 05:20 7 would benefit the transit system by increasing
 05:20 8 ridership, it would benefit the elderly people by
 05:20 9 giving them a choice, and it would make the road
 05:21 10 safer because many elderly people that don't see so
 05:21 11 good or have some other problems, mobility
 05:21 12 problems, would use the bus.
 05:21 13 And so I just feel that -- summing it all
 05:21 14 up, is that they need to do more to make the bus
 05:21 15 system less expensive and more convenient.
 05:22 16 MR. ROGER LANGE: Roger Lange, 915
 05:22 17 Minnesota Avenue, Apartment 1, South Milwaukee,
 05:22 18 Wisconsin, 53172.
 05:22 19 I want to talk about the commuter Value
 05:22 20 Pass. I work at the UWM library, and in 2000 -- I
 05:22 21 update this every three months, and in 2000 it was
 05:22 22 \$36, and then a couple years later it was \$48, and
 05:22 23 over 12-31-05 it went up to 88.50. And, oh, well,
 05:23 24 the park and transit office had subsidized it, but
 05:23 25 they could no longer afford to do that. So March

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05:23 1 31st, 2007, I'll have to renew it, and it will
 05:23 2 probably still be 88.50.
 05:23 3 So they had something over there about
 05:23 4 the 2000 fares, which was \$36, and then a couple
 05:23 5 years later it was \$48, and now it's 88.50. So I
 05:23 6 guess that's what I have to say.
 05:24 7 MS. JAN WILLS: Jan Wills, 606 West
 05:24 8 Wisconsin Avenue, Unit 502, Milwaukee, Wisconsin,
 05:24 9 53203.
 05:24 10 There's a new condominium building at 6th
 05:25 11 and Wisconsin, and there's going to be a restaurant
 05:25 12 going into the building, and the restaurant has --
 05:25 13 will have plate glass windows, and several of my
 05:25 14 neighbors in the condo would like to have the bus
 05:25 15 stop moved across the street on 6th Street, so it
 05:25 16 would be moved about a half a block south.
 05:25 17 And then one of my neighbors in the condo
 05:25 18 also wanted to move the buses westbound on Michigan
 05:25 19 and eastbound on Wells to bring more business into
 05:25 20 the downtown area and clean up the downtown area.
 05:25 21 And then another point for the downtown,
 05:25 22 right now it's hard to catch a bus to go a few
 05:25 23 blocks because of the buses are set up so they
 05:25 24 leapfrog, and if you aren't at the right stop, you
 05:25 25 can't get a bus to go two blocks, so you end up

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05:25 1 walking or else waiting at the stop a long time.
 05:25 2 So maybe in the downtown area there could be a
 05:25 3 better way to move people around for a few blocks.
 05:25 4 And then the bus route to Mayfair, the 31
 05:26 5 route, is a very winding long route. It takes
 05:26 6 forever to get out there after work. And I had
 05:26 7 asked one time about getting a bus to -- a Flier to
 05:26 8 go to Mayfair, but they said there wasn't enough
 05:26 9 parking space there, but I know the Watertown Plank
 05:26 10 Flier goes in the vicinity, so I don't know if
 05:26 11 there could be an extension to drop people off
 05:26 12 after the 45 Flier stops, and then take people on
 05:26 13 to Mayfair. Or else come up with a better route to
 05:26 14 get people to go to Mayfair, so the route isn't so
 05:26 15 winding.
 05:26 16 I know last Sunday I came home on the
 05:26 17 bus, and the bus couldn't get through the street
 05:26 18 like off Vliet. The bus had to sit there for
 05:26 19 several minutes waiting for someone to come out of
 05:26 20 their house to move their car. And when they did
 05:26 21 move their car, the bus went a few feet and had to
 05:26 22 wait again for somebody else to come out of their
 05:26 23 house to move the car. So the route to Mayfair is
 05:26 24 not a good route.
 05:26 25 I guess that's all I have.

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05:28 1 MS. GRACE GRAVES: Grace Graves, 1610
 05:28 2 North Prospect Avenue, Apartment 905, Milwaukee,
 05:28 3 53202.
 05:28 4 I applaud the effort to develop this
 05:28 5 plan. It appears to be fair and impartial -- It
 05:28 6 appears to be a fair and impartial overview of the
 05:28 7 strengths and weaknesses of the Milwaukee County
 05:28 8 Transit System. Now is the time for a concentrated
 05:28 9 effort by all parties to achieve designated funding
 05:28 10 for the system. Further delay would be
 05:28 11 unconscionable.
 05:28 12 The strength of the city depends on its
 05:28 13 infrastructure. All citizens of the Milwaukee area
 05:28 14 must be made aware of the consequences of further
 05:29 15 delay no matter where they live. They may not use
 05:29 16 public transit, but many persons they depend upon
 05:29 17 do.
 05:29 18 We are a 24/7 society, and good
 05:29 19 transportation must reflect this. The area of
 05:29 20 fixed rate service could lead -- Cutbacks in the
 05:29 21 area of fixed rate service could lead to cutbacks
 05:29 22 in Paratransit service. This must not be allowed
 05:29 23 to happen.
 05:29 24 Milwaukee County has never had a
 05:29 25 designated funding source. Now is the opportunity

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05:29 1 to join other large cities by putting aside the
 05:29 2 follies of politics and making a concerted effort
 05:30 3 to address the needs of all citizens by achieving a
 05:30 4 designated funding source for transit.
 05:31 5 MS. LAURA KUKOR: My name is Laura Kukor,
 05:31 6 and I live at 3666 East Armour, which is in Cudahy.
 05:31 7 And I'm here because I feel that public
 05:31 8 transit is a very, very important and vital part of
 05:31 9 any major city. I feel that -- We talk about we
 05:31 10 want Milwaukee to be a first class city. We need
 05:31 11 to have good public transit for that.
 05:31 12 When I go to other cities, I was just in
 05:31 13 Washington a month ago, they had wonderful public
 05:31 14 transit. It was very easy to get from place to
 05:31 15 place. I've been to other cities, such as Houston,
 05:31 16 which don't have very good systems, and it's not
 05:32 17 easy for people who are there on a visit.
 05:32 18 I also feel that it's important for the
 05:32 19 people who live here. Not just the poor people,
 05:32 20 but that it is important for all people to have
 05:32 21 mass transit.
 05:32 22 I think that if we cut our transit, and
 05:32 23 all of a sudden you have more cars taking up more
 05:32 24 space, not only on the roads but also parking
 05:32 25 spaces, that travel times are more difficult for

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05:32 1 all people.
 05:32 2 I feel that it is important to keep good
 05:32 3 scheduling and good routes that are available.
 05:32 4 When I saw that they want to -- that they're
 05:32 5 talking about the different options, of either just
 05:32 6 cutting many, many routes or having very few
 05:32 7 weekend times, I think that that's a mistake.
 05:32 8 I think that all people need to be able
 05:32 9 to have the opportunity to get around the city,
 05:33 10 that if people who are dependent on mass transit do
 05:33 11 not have weekend times, when are they going to do
 05:33 12 their grocery shopping, when are they going to make
 05:33 13 use of the other good parts of living here in
 05:33 14 Milwaukee.
 05:33 15 I use the bus. I get just about
 05:33 16 everywhere where I need to on the bus. However,
 05:33 17 with the last budget cuts, my route was cut about
 05:33 18 in third, about -- the amount of times that I can
 05:33 19 take my route. So, for instance, when I come home
 05:33 20 from my class tonight, which is only at 9:30, it's
 05:33 21 really not that late on a weekday, if I miss my
 05:33 22 bus, I have to wait an hour for the next bus.
 05:33 23 And I think that if we're talking about
 05:33 24 making more cuts and -- in both routes and in
 05:33 25 times, that that's a huge mistake for our city.

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05:33 1 Okay. I think I got everything I wanted
 05:33 2 to say.

05:34 3 MR. LEROY SWITLICK: My name is Leroy
 05:34 4 Switlick. I live at 2919 South 31st Street,
 05:34 5 Milwaukee. And I just would like to promote the
 05:34 6 idea of mass transit and the expansion of mass
 05:34 7 transit in this area, and I think what the people
 05:34 8 of the Southeastern Wisconsin Regional Planning
 05:34 9 Commission need to do is to look at a truly
 05:34 10 metropolitan transit system.

05:34 11 The transit system -- I was involved in
 05:34 12 that time when the system was going in such bad
 05:34 13 shape that it was -- you know, they were talking
 05:34 14 about cutting Sunday service, really, really
 05:35 15 tearing the system apart, and taking routes out,
 05:35 16 and not replacing them, and, you know, cutting
 05:35 17 service on days and night service, and it was just
 05:35 18 getting to be a ridiculous thing under the private
 05:35 19 people.

05:35 20 But you could see that that was a problem
 05:35 21 because they had -- they were not available for
 05:35 22 federal funding and stuff that everybody else was
 05:35 23 getting.

05:35 24 But I think now the time has come to look
 05:35 25 at a truly metropolitan transit system. You have

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05:35 1 people like Scott Walker coming up with these weird
 05:35 2 ideas of saying we don't need buses. I mean,
 05:35 3 that's just ridiculous. And we have to take it out
 05:35 4 of a person like that's ability to run a bus system
 05:35 5 because you're never going to get the service that
 05:35 6 the people need under a person who wants to buy
 05:35 7 everybody a car. I mean, it just makes no sense to
 05:35 8 me.

05:35 9 But as I said, we have to start looking
 05:35 10 at a metropolitan transit system, where the
 05:35 11 major -- major development is being taken place
 05:35 12 outside of Milwaukee County, and we have to have a
 05:35 13 system that's going to go to those areas. We have
 05:35 14 to have a system that's going to go to an area like
 05:35 15 the major shopping mall that's being built in
 05:35 16 Oconomowoc. And there would -- you know, there
 05:35 17 would be absolutely no way people who would ride a
 05:35 18 bus would be able to get anywhere near that, you
 05:35 19 know, under -- unless we go to a metropolitan
 05:35 20 transit system. And Waukesha County has no -- has
 05:35 21 very little interest in putting in mass transit on
 05:35 22 every major street in their county.

05:35 23 Another thing I would like to bring up is
 05:35 24 the idea of restoring bus service into Hales
 05:35 25 Corners. I don't know why they took the Route 64

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05:36 1 out of there, but they need to have replacement.
 05:36 2 Hales Corners needs to be brought back into the
 05:36 3 County as far as bus passengers are concerned.

05:36 4 And the thing is they can do that by just
 05:36 5 expanding the Route 29, which now turns around in a
 05:36 6 park-and-ride lot, which serves nobody. They can
 05:36 7 take that bus route further down Highway 100 to an
 05:37 8 area where there are stores, there are people, and
 05:37 9 there are, you know, places that people can do
 05:37 10 things, not turn around in a park-and-ride lot.
 05:37 11 That's not really needed for people who ride a bus.

05:37 12 Another thing I would like to promote is
 05:37 13 the idea of putting a bus route on -- on -- Excuse
 05:37 14 me. Putting a bus route on -- Oh, man, I forgot
 05:37 15 the name of the road. But, anyway, we need service
 05:37 16 farther south in Milwaukee County, in the
 05:37 17 developing areas of Oak Creek and Franklin.

05:37 18 There are major developments going on
 05:37 19 there, and people who are riding a bus are getting
 05:37 20 inadequate service or no service at all, and that's
 05:37 21 just not -- it's just not a way that we should be
 05:37 22 running a transit system. The system should be
 05:37 23 serving areas, and as they grow, the service should
 05:37 24 expand and be a part of the metropolitan area, not
 05:38 25 have little areas that are not being served.

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05:38 1 You have to serve the entire area as far
 05:38 2 as I'm concerned. And some areas that have major
 05:38 3 stores right now are not being served, like the
 05:38 4 Farm & Fleet store in Oak Creek. There's very
 05:38 5 little service going out to there. It's sporadic,
 05:38 6 and I think it's time that we consider putting a
 05:38 7 bus route on that road that goes past there. I
 05:38 8 can't think of the name of it.

05:38 9 But it -- There are also doctors'
 05:38 10 offices, and it's a developing area of Oak Creek
 05:38 11 and Franklin, and I think that it's time to look at
 05:38 12 probably putting a bus route on there and expanding
 05:38 13 some of the routes coming out of the city to that
 05:38 14 area.

05:38 15 You have got major companies moving out
 05:38 16 there, and, you know, no way for people who depend
 05:39 17 on buses to get to those, and that's just not --
 05:39 18 it's just not -- it's just not a plausible idea, a
 05:39 19 good idea, to let people who ride a bus not be able
 05:39 20 to get a job if it's at the -- some of the
 05:39 21 companies expanding in Oak Creek and Franklin.

05:39 22 They used to have service there, but they
 05:39 23 cut it out for, once again, economic reasons. We
 05:39 24 have to take the economics out of it. People have
 05:39 25 to get to someplace, they shouldn't have to worry

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05:39 1 about, you know, whether the County can afford it
 05:39 2 or not. And I think making it a metropolitan
 05:39 3 system, once again, would make it -- would take it
 05:39 4 out of the hands of a Scott Walker, who really is
 05:39 5 not a pro transit person as far as I'm concerned at
 05:39 6 all. I guess that's all I have to say.
 05:40 7 MR. ED MONTEJANO: Ed Montejano, 386 East
 05:40 8 Becher Street in Bay View.
 05:40 9 Bus fares. Bus pass. 16 bucks now. I
 05:40 10 had a hard time coming up with it for the first
 05:40 11 couple weeks of this year. But I managed to, but
 05:40 12 now I'm used to it. It's just -- It's a little out
 05:40 13 of control with all these increases. I mean,
 05:40 14 there's some out there that can't afford it
 05:40 15 sometimes.
 05:40 16 And it's like, I can understand it's hard
 05:40 17 on them, but the ones I feel sorry are the ones
 05:40 18 that they can't even come up with the bus fare
 05:40 19 itself, \$1.75. That's bad enough.
 05:40 20 And then the cuts, I don't know what to
 05:40 21 say because it's terrible. The weekends, it's more
 05:40 22 spread out than whatever it's been like 10, 15
 05:41 23 years ago. I would like to see some of it restored
 05:41 24 someday. I already came up with some suggestions
 05:41 25 for the future.

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05:41 1 What I would like to see is extend the
 05:41 2 Route 11 to Mayfair in place of the Route 31
 05:41 3 branch. And another suggestion I came up with was
 05:41 4 the Route 21, all to UWM, in place of the 30 Downer
 05:41 5 branch. Make it seven days a week, so people won't
 05:41 6 get confused where the bus is going from downtown.
 05:41 7 Because you got two branches, the
 05:41 8 Maryland Avenue branch and the Downer branch. Make
 05:41 9 it just one, get it out of the way. Just make it
 05:41 10 easy on the people.
 05:41 11 And that's the most I can say at this
 05:41 12 point.
 05:43 13 MS. LINDA GRUETER: Linda Grueter, 2616
 05:43 14 North Frederick Avenue, Apartment 127, Milwaukee,
 05:43 15 Wisconsin, 53211.
 05:43 16 The bus transit service needs a lot of
 05:43 17 help in certain areas, specifically dealing with
 05:43 18 winter and snow, and trying to get over those
 05:43 19 dangerous -- I'm going to say dangerous humps of
 05:43 20 snow. It isn't safe. I've seen people, disabled
 05:44 21 people with canes, take flying leaps off of these
 05:44 22 mounds into buses and go sliding. I know I can't
 05:44 23 handle them. They're ankle-turning. I have a hard
 05:44 24 time getting around them. And I just cannot deal
 05:44 25 with this in winter. It's very difficult for me.

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05:44 1 Also, I would like to see an improvement
 05:44 2 in the number of bus routes available and where
 05:44 3 they take us. I don't think that we're covering as
 05:44 4 much area.
 05:44 5 And definitely we need more buses. I've
 05:44 6 been on so many buses after work where I've stood
 05:44 7 all the way home, and that's not right. And trying
 05:44 8 to get off the crowded buses, forget it. So
 05:44 9 waiting for them, being overcrowded.
 05:44 10 I know there's a money issue here, but
 05:44 11 it's not satisfying, and people will not ride buses
 05:44 12 as long as the conditions are terrible on many
 05:45 13 occasions. So I think improving these areas would
 05:45 14 cause people to ride the buses more.
 05:45 15 But at the same time people, families,
 05:45 16 can't afford the cost of buses. It's in the
 05:45 17 commercials, oh, ride the bus and save car money,
 05:45 18 but you've got three or four kids and, you know,
 05:45 19 one parent using the bus, and that's a lot of money
 05:45 20 each week for many families.
 05:45 21 And that was actually a comment one of my
 05:45 22 coworkers begged me to come here and say, just too
 05:45 23 much money for bus tickets and what they're getting
 05:45 24 for a large family.
 05:45 25 And that's it.

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05:51 1 MS. ELIZABETH LENTZ: Elizabeth Lenz,
 05:51 2 Tuckaway Boulevard, Greenfield.
 05:51 3 To earn money or to be more financially
 05:51 4 solvent they could merge with another bus company
 05:51 5 or transport company as long as they -- that it was
 05:51 6 under the condition that they wouldn't cut the
 05:51 7 routes when they did this, and that it would only
 05:51 8 get better, of course.
 05:51 9 That's all. Just to merge with another
 05:51 10 company.
 05:52 11 MS. LEANN MINOR: My name is Leann Minor,
 05:52 12 and I'm legislative director for ATU, Local 998, at
 05:52 13 734 North 26th Street.
 05:53 14 It's time for the City, County and State
 05:53 15 to come together on the transit crisis. It's not
 05:53 16 about individual political agendas, it's not about
 05:53 17 who has the best plan, it's about what's doing
 05:53 18 right for this community.
 05:53 19 MCTS is right for this community. And in
 05:53 20 order for us to maintain and sustain a viable
 05:53 21 transit system, we need dedicated funding. It's
 05:53 22 time to put everything else aside and address the
 05:53 23 issue at hand, dedicated funding. Thank you.
 06:29 24 MS. ELAINE RITZKA: Elaine Ritzka, 1658
 06:29 25 South 52nd Street, West Milwaukee.

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06:29 1 The overall service is excellent. I only
 06:29 2 wish there were a way to make bus ridership more
 06:29 3 appealing to the general public, that people would
 06:29 4 more often choose to leave their car at home and
 06:29 5 take the bus, and not be totally dependent on their
 06:29 6 autos for every trip they take.
 06:29 7 I suppose I should add the television ads
 06:29 8 have been very clever and very well done, trying to
 06:30 9 promote bus ridership, but apparently they haven't
 06:30 10 had the effect that was intended. But they were
 06:30 11 very well done.
 06:31 12 MS. MARY EHLINGER: My name is Mary
 06:31 13 Ehlinger. My address, 3243 South 92nd Street, No.
 06:31 14 209, Milwaukee, Wisconsin.
 06:31 15 And I have a disabled brother, Daniel
 06:31 16 Ehlinger. And the bus service about five years was
 06:31 17 cut off to Hales Corners. And he was stranded --
 06:31 18 He went to the St. Mary's parish festival last
 06:31 19 summer, which is in Hales Corners, and he was
 06:31 20 stranded there until someone -- about midnight
 06:31 21 someone gave him a ride home, because there's no
 06:32 22 bus service down there.
 06:32 23 And there are other places, too, he might
 06:32 24 like to shop. Like I think in Oak Creek there's a
 06:32 25 Farm & Fleet, and he says the bus service was cut

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06:32 1 off there. And he -- I believe he complained that
 06:32 2 the No. 28 route on Highway 100 was cut, and that
 06:32 3 he liked to go up and down on Highway 100 shopping,
 06:32 4 like to get to the Wal-Mart in Greenfield, for
 06:32 5 instance. I'm not sure if there's any bus service
 06:32 6 there anymore.
 06:32 7 So that's my comment.
 06:33 8 MR. MICHAEL HOGAN: My name is Michael
 06:33 9 Hogan, 2513 5th Avenue, South Milwaukee, Wisconsin,
 06:33 10 53172.
 06:33 11 And I just believe that we need dedicated
 06:33 12 funding, a sales tax or a wheel tax, to help pay
 06:33 13 for the transit. That's just my comment.
 06:35 14 MR. BARRY STUART: Barry Stuart, 525
 06:36 15 North 20th Street, Apartment 308, Milwaukee,
 06:36 16 Wisconsin, 53233.
 06:36 17 And two things I think I can see is, one,
 06:36 18 bike racks on the fronts of buses, which I have
 06:36 19 seen in various communities that I've visited
 06:36 20 personally, like Chicago, Madison, Muskegon even
 06:36 21 has it, and they've managed to find a way to do it.
 06:36 22 The other thing is extension -- simply
 06:36 23 extending Lincoln Avenue route from April to
 06:36 24 October, to link with the Lake Express, and just
 06:37 25 general better linkage with other systems.

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06:37 1 You know, the idea of being able to
 06:37 2 interconnect would enable people to get where they
 06:37 3 need to go and essentially extend the MCTS range.
 06:37 4 It's also good -- The Lake Express one would bring
 06:37 5 people from other areas, like Michigan, and so the
 06:37 6 bus is a good -- you know, it's also something that
 06:37 7 helps the visitor to find his way around Milwaukee.
 06:37 8 And that's -- Also, a bicyclist, when he
 06:37 9 has -- you know, when he has an emergency, he
 06:37 10 can -- in a pinch he can flag down a bus, you know,
 06:38 11 mount the bike onto the rack and get to a bike
 06:38 12 shop, where he can, you know, get the help he
 06:38 13 needs. And that's -- You know, that's something
 06:38 14 that does happen occasionally.
 06:38 15 You know, when you got, you know -- Even
 06:38 16 though we can -- The idea is also maybe more
 06:38 17 entrepreneurial thinking, instead of the
 06:38 18 bureaucratic thinking, you know, in the system in
 06:38 19 general. You know, let's see how we can, okay, for
 06:38 20 a little investment, make more money. And that's
 06:38 21 entrepreneurial thinking.
 06:38 22 Most of the bike racks can -- Most of the
 06:39 23 bike racks costs can be defrayed by federal grants,
 06:39 24 federal CMAQ and transportation enhancement grants.
 06:39 25 So creative use of grants would probably handle

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06:39 1 most of that cost.
 06:39 2 So anything we can do to try to, you
 06:39 3 know, improve -- you know, try to see if we can
 06:39 4 improve service for minimal cost is good. And
 06:39 5 give -- You know, to essentially extend -- The
 06:39 6 racks also extend the range -- you know,
 06:39 7 effectively extend the range in neighboring
 06:39 8 counties, where there's a fast job growth. Places
 06:39 9 like Washington County, which are growing real
 06:40 10 fast. I think that's pretty much it.
 06:43 11 MS. ELSE ANKEL: My name Else Ankel. I
 06:43 12 live on 3368 North Bartlett on the east side of
 06:43 13 Milwaukee.
 06:43 14 I came here tonight because I -- I'm very
 06:43 15 much concerned about how people in this city get
 06:43 16 from one place to the other. And I come from
 06:44 17 Europe, where mass transit is much more prevalent.
 06:44 18 I grew up with it. I know going by bus, or by
 06:44 19 train, or by bike is good for you, and it's not
 06:44 20 something which -- at least in Europe, it's not a
 06:44 21 sign that you can't afford a car, poor you.
 06:44 22 I would very much support -- I live on
 06:44 23 the east side, where there's UWM, and so I would
 06:44 24 very much support a multifaceted mass transit
 06:44 25 system. Be that light rail, be that buses. It --

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06:44 1 I also would support the use of bikes. .
 06:44 2 We have initiated a bike project at UWM.
 06:44 3 There should be bike clubs at all the schools. No
 06:44 4 kid in the school should -- who lives in biking
 06:45 5 distance from the school should be driven to that
 06:45 6 school. Should bike there and bike back. Not only
 06:45 7 because it's less traffic, rather than be driven by
 06:45 8 the mothers and dads, but also it's good for
 06:45 9 physical exercise, and that's very important since
 06:45 10 the physical education activities for young people
 06:45 11 have been reduced.
 06:45 12 It's also enormously important that
 06:45 13 this -- what I have seen and heard so many times,
 06:45 14 and poor you, you have to drive -- ride a bus.
 06:45 15 If -- I wish you -- I wish you a car, I wish that
 06:45 16 you earn more money, I wish that you get lucky and
 06:45 17 you can drive a car.
 06:45 18 And this kind of thing, which is
 06:45 19 completely opposite to what we know, that cars
 06:46 20 pollute the air, they use nonrenewable resources,
 06:46 21 at least most of them, to this day, traffic makes
 06:46 22 it more difficult in neighborhoods for senior
 06:46 23 citizens, handicapped people and young people to
 06:46 24 get around.
 06:46 25 So I think there has to be an absolutely

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06:46 1 massive, massive educational component, too. And
 06:46 2 it's not somebody coming in a school and say, "You
 06:46 3 ought not to be dreaming about your own car, you
 06:46 4 should be dreaming about lots and lots of buses in
 06:46 5 your neighborhood," because that wouldn't work.
 06:46 6 There has to be some -- some
 06:46 7 out-of-the-box PR types of things, where somebody
 06:46 8 who is cool comes to school and say how cool it is
 06:46 9 not to use a car as transportation, and all kinds
 06:47 10 of things like that.
 06:47 11 Because by the time -- And I've seen it
 06:47 12 by -- by neighbors and friends who have teenagers,
 06:47 13 you know, by the time kids are 12 and 13, that's
 06:47 14 their dream. "I wish to be 16," and you wonder
 06:47 15 what is it exactly about 16. "Well, that's when I
 06:47 16 can drive a car." So this is like a -- how do you
 06:47 17 call it -- rites, rites of passage, for young
 06:47 18 people who grow up, "Ahh, now I can drive my own
 06:47 19 car."
 06:47 20 I remember once teaching in a high
 06:47 21 school, and I -- Environmental science I taught.
 06:47 22 And so I -- The kids, if I told them they had to
 06:47 23 write an essay about something, they needed to do
 06:47 24 that. They didn't have a choice not to like to do
 06:47 25 it, or they could get an F for that. And so I

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06:48 1 said, "Write a couple of pages how your life would
 06:48 2 be different if you wouldn't have a car." And they
 06:48 3 were 16 and older.
 06:48 4 One started to write, "I kill myself."
 06:48 5 Another one said, "That would be fine, I have a
 06:48 6 horse." But the others described in detail not --
 06:48 7 For them it wasn't -- it wasn't a question not
 06:48 8 being able to have transportation to school,
 06:48 9 because there was school buses, which when you're
 06:48 10 16, that's not cool anymore, you take your car, but
 06:48 11 then it also turned out that their social life was
 06:48 12 very much connected with driving this car.
 06:48 13 It's not -- It turned out that many of
 06:48 14 them had to work after school in order to have the
 06:48 15 money to be able to drive the car, because the car
 06:48 16 they needed in order to pick up their boy or
 06:49 17 girlfriend. So it is something which is in the
 06:49 18 culture here which needs to be addressed early on
 06:49 19 or we're going to lose this little bit of the mass
 06:49 20 transit system we have. So that was it.
 06:52 21 MS. ARLENE CONLEY: My name is Arlene
 06:52 22 Conley, 3528 North 95th Street, Milwaukee, 53222.
 06:52 23 And my comments are that I think raising
 06:52 24 the fares each year is wrong because it's
 06:52 25 discouraging people from taking the bus. I think

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06:52 1 if they lowered the fares, they would encourage
 06:52 2 more riders, which in the long-run would bring in
 06:52 3 more money.
 06:52 4 And, also, I'd like to comment on that
 06:53 5 the bus system should realize that the number of
 06:53 6 disabled people who have been using the buses since
 06:53 7 they made them all handicapped accessible is
 06:53 8 actually saving money for the County because they
 06:53 9 are not using Transit Plus, they are taking the bus
 06:53 10 instead.
 06:53 11 And those are the two comments I think
 06:53 12 that I would care to make.
 06:53 13 MS. CHERI McGRATH: Cheri McGrath, 9993
 06:54 14 West North Avenue, Apartment 226, Wauwatosa, 53226.
 06:54 15 And I'm also on the Transit Plus Advisory
 06:54 16 Council. And with the number of disabled and
 06:54 17 elderly riders steadily going up, I think this
 06:54 18 should be publicized more.
 06:54 19 And with bus routes being cut, and longer
 06:54 20 times waiting for a transfer bus, this discourages
 06:54 21 people, especially in wheelchairs, or people with
 06:54 22 mobility problems, from taking the city bus, and
 06:54 23 puts them back on a Transit Plus van, which per
 06:54 24 ride is about 30 to \$35 subsidized by citizens of
 06:54 25 Milwaukee County.

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06:54 1 But I think that should be publicized far
 06:55 2 more, how disabled people who take the bus save.
 06:55 3 And if we truly talk about quality of life, and
 06:55 4 equal opportunity, and -- for employment, for
 06:55 5 recreation -- We could put it -- find a designated
 06:55 6 fund for Miller Park, but we can't do it for
 06:55 7 transit? Makes no sense to me.
 06:55 8 Thank you.
 9 * * * * *
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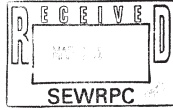
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1 STATE OF WISCONSIN)
 2) SS:
 3 COUNTY OF MILWAUKEE)
 4
 5 I, KATHLEEN E. CARTER, a Certified
 6 Realtime Reporter, Registered Merit Reporter and Notary
 7 Public in and for the State of Wisconsin, do hereby
 8 certify that the statements on the record were recorded
 9 by me on February 27, 2007, and reduced to writing under
 10 my personal direction.
 11 I further certify that I am not a
 12 relative or employee or attorney or counsel of any of
 13 the parties, or a relative or employee of such attorney
 14 or counsel, or financially interested directly or
 15 indirectly in this action.
 16 In witness whereof I have hereunder set
 17 my hand and affixed my seal of office at Milwaukee,
 18 Wisconsin, this 12th day of March, 2007.
 19
 20
 21
 22 _____
 23 Notary Public
 24 In and for the State of Wisconsin
 25 My Commission Expires: March 16, 2009.

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414-224-9533

PUBLIC COMMENTS IN RE:

PUBLIC INFORMATIONAL MEETING ON THE MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011



PUBLIC COMMENTS taken before KATHLEEN E. CARTER, a Certified Realtime Reporter, Registered Merit Reporter and Notary Public in and for the State of Wisconsin, at United Community Center, Conference Rooms 1 and 2, 1028 South 9th Street, Milwaukee, Wisconsin, on February 28, 2007, commencing at 4:30 p.m. and concluding at 7:00 p.m

312 East Wisconsin Avenue, Suite 608 Milwaukee, WI 53202 PHONE: (414) 224-9533 FAX: (414)224-9635

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MIJHAEL RAMIREZ.....	4

TRANSCRIPT OF PROCEEDINGS

17:32 2 MR. EDGAR MENDEZ: My name is Edgar
 17:32 3 Mendez. My address is 1539A South 13th Street.
 17:33 4 I'm a junior currently at the University
 17:33 5 of Wisconsin-Milwaukee, and I am a MTCS rider.
 17:33 6 Basically, I heard about the elimination
 17:33 7 of -- the possible elimination of the UBus routes
 17:33 8 to campus, and I was basically here just to voice
 17:33 9 my concern about that, because that's a major --
 17:33 10 will create a major hurdle towards getting to
 17:33 11 campus.
 17:33 12 Not only that, but I'm also here
 17:33 13 representing Loyalty Equals Brotherhood, which is
 17:33 14 a student organization on campus, and we are right
 17:33 15 now in the process of -- we're creating a proposal
 17:33 16 for the extension of the 40 UBus route, which
 17:33 17 starts in college and goes to Holt.
 17:33 18 And basically right now what we're doing
 17:33 19 is creating a proposal for Rockwell Automation to
 17:33 20 get their permission to utilize their lot as a UW
 17:33 21 park and ride. So we're hoping that the 40UBus
 17:33 22 could get extended into the near south side of
 17:34 23 Milwaukee.
 17:34 24 It's an area that's, of course,
 17:34 25 underrepresented on campus, and it's been like

17:34 1 that for a long time. So basically we're trying
 17:34 2 to increase visibility of the campus to the near
 17:34 3 south side.
 17:34 4 Not only that, but, of course,
 17:34 5 accessibility. So basically we feel that it would
 17:34 6 be a detriment to not only the students from all
 17:34 7 over the city but especially the students on the
 17:34 8 south side who are hoping to obtain an extension
 17:34 9 of 40 UBus.
 17:34 10 Basically that's it. Okay.
 17:43 11 MR. MIJHAEL RAMIREZ: My name is Mijhael
 17:43 12 Ramirez, 125 West Mineral Street, Milwaukee,
 17:43 13 Wisconsin, 53204.
 17:43 14 I would like to have -- Well, I suggest
 17:43 15 an extension to the -- an extension for the 40 U
 17:43 16 at 4th and Madison for transportation to and from
 17:43 17 UWM and any other -- well, whatever can be
 17:43 18 benefited from there.
 17:43 19 I also suggest that the funding for the
 17:44 20 transit -- for the transit system to come from the
 17:44 21 vehicle or license plates, and titles, vehicle
 17:44 22 titles as well, to further minimize the cost on
 17:44 23 property taxes.
 17:44 24 That's about it.
 25 * * * * *

1 STATE OF WISCONSIN)
2) SS:
3 COUNTY OF MILWAUKEE)

4
5 I, KATHLEEN E. CARTER, a Certified
6 Realtime Reporter, Registered Merit Reporter and Notary
7 Public in and for the State of Wisconsin, do hereby
8 certify that the above statement on the record were
9 recorded by me on February 28, 2007, and reduced to
10 writing under my personal direction.

11 I further certify that I am not a
12 relative or employee or attorney or counsel of any of
13 the parties, or a relative or employee of such attorney
14 or counsel, or financially interested directly or
15 indirectly in this action.

16 In witness whereof I have hereunder set
17 my hand and affixed my seal of office at Milwaukee,
18 Wisconsin, this 12th day of March, 2007.

19
20
21
22 _____
23 Notary Public
24 In and for the State of Wisconsin

25 My Commission Expires: March 16, 2009.

PUBLIC COMMENTS IN RE:

PUBLIC INFORMATIONAL MEETING ON THE MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011



Public Comments taken before ANDREA STEWART, Notary Public in and for the State of Wisconsin, at HeartLove Place, 3229 North Dr. Martin Luther King Junior Drive, Milwaukee, Wisconsin, on March 1, 2007, commencing at 4:30 p.m. and concluding at 7:00 p.m.

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I N D E X

Citizen Comment: Page Ms. Jean McCoy-Garner, No. 33 and 34... 3 Ms. Jayne Pelton... 11 Ms. Rose Stietz... 12 Mr. William Moore... 14 Mr. Stephen Adams... 17

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TRANSCRIPT OF PROCEEDINGS

MS. JEAN MCCOY-GARNER: Okay. I am concerned -- I like the information as it's laid out. I haven't got a chance to see everything that there is, but I will take time to look at them.

Because I have been talking about the bus service for about two years. Primarily because when I take the bus -- I live at 6125 West Bradley Road. It is enclosed with a white fence. So there's only one way in to -- from Bradley Road and one way out from Bradley Road. The rest is surrounded by a fence on other three sides.

So when I come out -- I have a wheelchair. I use the wheelchair about 60 percent of the time. I've had a stroke, so it affects my balance. I also have had heart surgery, and I have some other medical problems that make it necessary for me to use this kind of assistance.

But at any rate, I look for the buses that come at 60th and Bradley Road, and they have a kneeler. So I can get on the bus, which is great. I'm really happy about that.

My medical providers -- they did my surgery at Froedtert Hospital. So I still have a

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cardiologist there. I have a neurosurgeon that's there. I've had brain aneurysms. What else? Oh, the vascular doctor, Dr. Brown is there. So what I'm saying is, it's not that I just go for health check-ups, like, twice a year. I have to have regular contact with my medical providers. So I use the bus service.

There's only one bus that comes near my home, and that's route number 76. The bus goes north and south on 60th Street. It runs intervals about 14 to 18 minutes according to the schedule. That's not how they run in actual practice. So if I have an appointment, like, I have one tomorrow morning at 8:40, I need to count on at least two hours to get to my appointment at Froedtert Hospital, which is on 92nd and Wisconsin Avenue.

If we had more bus service that would be running east and west on Brown Deer Road, Bradley Road, Good Hope Road is a big one, Mill Road. All these streets are north of Silver Spring. It would help connect me better to get to the places quicker. But right now all we have are the two north and south buses, the one on 60th Street and the one on 76th Street.

So we also have a lot of multi-family

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04:41 1 housing units that are there. North of Brown Deer
 04:41 2 road, you have the single-family homes at 60th and
 04:41 3 Brown Deer. South of Brown Deer Road, you have
 04:41 4 multi-family units; that is, condominiums,
 04:41 5 townhomes. The apartment complex that I live in,
 04:41 6 I know we have at least 190 family units. They're
 04:41 7 not really -- I shouldn't say family units.
 04:41 8 They're senior citizen units. They have one
 04:41 9 bedrooms, like 70 percent of them, I think, and 30
 04:41 10 percent are two bedrooms in case you need a
 04:41 11 caretaker to live with you.

04:41 12 So what happens is, when I come out to
 04:41 13 take the bus in the morning, if the bus has school
 04:41 14 children coming -- going south in a southern
 04:41 15 direction, if route number 76 is going in a
 04:42 16 southerly direction, by the time it gets to
 04:42 17 Bradley Road it will have some school children on
 04:42 18 it. There will still be some seats left, but
 04:42 19 everybody appears to be seated.

04:42 20 By the time we get to Silver Spring --
 04:42 21 we get to Good Hope, we pick up more children, get
 04:42 22 to Silver Spring, pick up a big group of children,
 04:42 23 and then get on down -- and it's constantly full.
 04:42 24 The students are on their way to school, that's my
 04:42 25 real big assumption. But at any rate, they're

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04:42 1 teenagers. So they don't always want to move back
 04:42 2 or sit with certain people or talk to certain
 04:42 3 people. It's just a series of things going on
 04:42 4 with them that make it difficult to ride the bus.

04:42 5 They have some descriptions sometimes to
 04:42 6 say to me about being in a wheelchair, but that's
 04:42 7 mostly girls. Girls speak a little more
 04:43 8 descriptively than boys do. There are some bus
 04:43 9 drivers that may be intimidated by some of the
 04:43 10 language they use. I really don't know. That's
 04:43 11 my guess.

04:43 12 But the point is, they won't ask them to
 04:43 13 move back. If they move back in the back of the
 04:43 14 bus, it only takes me two minutes to get on that
 04:43 15 bus, you know, the driver straps me in and we get
 04:43 16 going. When I get off the bus more towards
 04:43 17 central city, the buses are more crowded. That's
 04:43 18 why I have a problem mostly with buses passing me
 04:43 19 by.

04:43 20 That would be the Center Street bus, the
 04:43 21 Burleigh bus. Let me see here. The number 12
 04:43 22 one, Hampton, that route is split. So that bus
 04:43 23 doesn't come as frequently as it should, so I
 04:43 24 don't really use that bus unless I can't catch any
 04:43 25 other bus. It just makes it really difficult for

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04:43 1 me to use the bus. That's getting there in the
 04:43 2 morning, and in the afternoon is just about as
 04:44 3 bad.

04:44 4 The other thing that happens though is,
 04:44 5 I'm not the only one that has a hard time with the
 04:44 6 bus service there. Because we have an industrial
 04:44 7 corridor in that part of the city. And with all
 04:44 8 the family housing units enclosed with these
 04:44 9 fences, the high price of gas and all of us trying
 04:44 10 to get to school, to work, or to the doctors, it
 04:44 11 really is a tremendous issue. So that's
 04:44 12 essentially why I'm here tonight.

04:44 13 I really wanted people -- I really want
 04:44 14 more bus service running east and west between
 04:44 15 Silver Spring on the south, 95th on the west,
 04:44 16 Brown Deer on the north, and the Lake on the east.
 04:44 17 We have -- we don't have any express service.
 04:44 18 Which means if I have to come from Wisconsin
 04:44 19 Avenue, we have to stop at every single stop
 04:44 20 coming back to my house. There is no express bus
 04:45 21 service.

04:45 22 If there's any fighting or arguing on
 04:45 23 the bus, the bus drivers have to deal with that,
 04:45 24 which means the bus does not move. So if I have
 04:45 25 multiple appointments, I really can't just plan it

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04:45 1 like that. We need some connecting buses. We
 04:45 2 truly do. I'm not especially sure what else to
 04:45 3 say except that, right now, this route 76 and 67
 04:45 4 is just not enough.

04:45 5 The other thing I just really want to
 04:45 6 emphasize is, the number 76 bus on the weekends
 04:45 7 runs at a longer -- with longer time periods in
 04:45 8 between buses. It stops earlier. Like, if I
 04:45 9 don't catch the bus on Capitol by 9:00, I won't
 04:45 10 get home to Bradley because the number 76 bus is
 04:45 11 going to stop at Mill Road. It doesn't even go
 04:45 12 all the way out 60th Street.

04:45 13 So therefore, I'm really kind of stuck.
 04:46 14 And that's -- that's a real issue for me. I
 04:46 15 thought it was okay, that I would be able to make
 04:46 16 it, but that's a very, very long distance to get
 04:46 17 home. If they would just let that bus come all
 04:46 18 the way out to Bradley Road, to Brown Deer Road --
 04:46 19 because there's so many of us that lives out
 04:46 20 there. And if we don't have a bus, you'll see us
 04:46 21 walking in the evenings, on the weekend.

04:46 22 You see people walking to work in the
 04:46 23 morning. At 4:30 in the morning people are
 04:46 24 walking down 76th Street, north on 76th Street
 04:46 25 because there is no bus service. There's no

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04:46 1 frequent bus service, there's no express bus
 04:46 2 service, there isn't even any bus service. So
 04:46 3 that means you have to walk in the dark in the
 04:46 4 street to get to wherever you're going. You'll
 04:46 5 see people walking to these jobs.
 04:46 6 So automobile service is good. Because
 04:46 7 I read about that in this pamphlet -- in this
 04:46 8 literature. That sounds good. But everybody
 04:46 9 doesn't have a car, especially people that are
 04:47 10 working those low-wage jobs. And I say that
 04:47 11 because I have had to work low-wage jobs when I
 04:47 12 was able to work. And not having a car and
 04:47 13 relying on somebody else just doesn't always work.
 04:47 14 We need public transportation.
 04:47 15 The last thing I just want to mention is
 04:47 16 Transit Express. I've been concerned about
 04:47 17 Transit Express for two years. They do not pick
 04:47 18 people up on time. They don't get you where
 04:47 19 you're going on time, whether it's for dialysis,
 04:47 20 whether it's for --
 04:47 21 I had a surgical procedure scheduled for
 04:47 22 8:30 in the morning at least a week ago, two weeks
 04:47 23 ago. They came and picked me up -- they was
 04:47 24 supposed to pick me up at 7:15, and I think he got
 04:47 25 there maybe about 7:40. He picked up so many

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04:47 1 other people, by the time we got to the hospital,
 04:47 2 it was 9:00. I got there and checked into the
 04:47 3 angiogram department for the procedure, and they
 04:47 4 had already taken somebody else in. Despite the
 04:48 5 fact that I called to say I would be a little
 04:48 6 late, hoping they, you know, would kind of wait
 04:48 7 for me. It doesn't work that way. If you're not
 04:48 8 there, that's it.
 04:48 9 It was supposed to start at 8:00. Not
 04:48 10 me get there at 8:00. Start at 8:00. And that
 04:48 11 was -- I wasn't very happy about that. There were
 04:48 12 doctors. I was hoping that they were going to do
 04:48 13 some things to really help me and -- by placing
 04:48 14 some stints, and I don't think that they didn't
 04:48 15 place the stints because I was late.
 04:48 16 But if I had been there earlier, I think
 04:48 17 that there were more doctors that probably would
 04:48 18 have offered some different kind of alternatives
 04:48 19 for the procedure. That's my thought. But,
 04:48 20 again, relying on this transportation, it really
 04:48 21 is very depressing for me, a lot of times. So
 04:48 22 that's about it for me.
 04:51 23 Can you send me a copy of what I said?
 04:51 24 Will you send me a copy of what I said? I would
 04:51 25 like to make sure -- and if they need the reason,

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04:51 1 I want to make sure that I was very clear about
 04:51 2 not just my needs, but those of, you know, the
 04:51 3 people in my building.
 04:58 4 MS. JAYNE PELTON: My name is Jayne
 04:58 5 Pelton. I live at 3054 North Oakland Avenue,
 04:59 6 which is right next to UWM and on several bus
 04:59 7 routes. We certainly are in favor of mass
 04:59 8 transit.
 04:59 9 In the '60s, early '70s -- we have
 04:59 10 always lived on the eastside, there was a great
 04:59 11 deal of attention given to a proposal to have what
 04:59 12 they call jitney buses, buses that serve the local
 04:59 13 neighborhoods, just makes a continuous circle
 04:59 14 around, and I would like to see that reconsidered.
 04:59 15 Because how many people truly go from the north of
 04:59 16 a route to the south or east or west? Not that
 04:59 17 many. But I think there would be an increase in
 04:59 18 ridership for those people who aren't going a long
 04:59 19 distance, but would use the bus if it would be
 05:00 20 more convenient to where they're going.
 05:00 21 So if I went from Oakland and Kenwood,
 05:00 22 and, let's say, I wanted to go down to St. Mary's
 05:00 23 Hospital. For me, that would be a considerable
 05:00 24 walk. I have done it many times. But if I could
 05:00 25 get on a bus that would circle the east side of

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05:00 1 Milwaukee or whatever area a person lives in. So
 05:00 2 I think that's it.
 05:00 3 And I did notice -- I think for UWM,
 05:00 4 buses that service that, if bikes could -- bike
 05:00 5 racks could be added to the buses. I have seen
 05:00 6 them in Madison. I think that would be another
 05:00 7 very beneficial -- UWM currently has a bike loan
 05:00 8 program that was started by a neighborhood group
 05:00 9 and, you know, people are loaned bicycles to use.
 05:00 10 Anything to -- because parking is historically bad
 05:01 11 and it's going to become worse maybe with the
 05:01 12 residential parking permit going into session.
 05:01 13 That's all I have.
 05:09 14 MS. ROSE STIETZ: My name is Rose
 05:09 15 Stietz. I live two blocks from here, a
 05:09 16 block-and-a-half from here, and I take the bus
 05:09 17 occasionally, especially towards downtown if I
 05:09 18 don't want to park my car all day. I have not had
 05:09 19 a lot of problems with it. I'm a senior citizen,
 05:09 20 so the rate is good for me.
 05:09 21 I think it's outrageous for regular
 05:09 22 people, especially when they have to bring two or
 05:09 23 three children and pay the same amount. I would
 05:10 24 hope that there's a way of accommodating people
 05:10 25 all over the city and not just where it's most

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05:10 1 efficient.

05:10 2 And in that line, I still think that we

05:10 3 don't have to have one-size fits all. I still

05:10 4 think that there should be a way of manufacturing

05:10 5 smaller buses, not just 30 and 40 and 60

05:10 6 passengers. But smaller buses that actually are

05:10 7 buses. And if companies can't do that because

05:10 8 somebody's got a monopoly on it or somebody --

05:10 9 somehow something -- they're not allowed to do

05:10 10 that, then that has to be looked at and broken.

05:10 11 And I know people say that the -- the

05:10 12 expense is in the bus driver, not in the -- more

05:10 13 than in the bus itself. So even a smaller bus,

05:11 14 you would still have the same expense for the bus

05:11 15 driver. That's a job. We keep talking about

05:11 16 jobs. So are we going to deprive somebody of a

05:11 17 job because it might cost a little bit of money?

05:11 18 Anyway, I just think we have to -- I

05:11 19 don't know about restoring all of the cuts, but we

05:11 20 have to certainly go back and relook at what

05:11 21 happened when we made all those cuts and see how

05:11 22 many people have had to get cars or depend on

05:11 23 other people or simply moved out of the city

05:11 24 because they couldn't travel.

05:11 25 So I guess that's basically it. They

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05:12 1 say several times that 85 percent of regionals --

05:12 2 that 85 percent of the people are within a quarter

05:12 3 mile of a bus stop. I know a whole lot of people

05:12 4 that can't walk a quarter mile. I can walk a

05:12 5 quarter mile. I know a lot of people that can

05:12 6 walk a quarter, but they won't do it after dark or

05:12 7 before sunlight -- or daylight in the morning and

05:12 8 that's when they have to get to work.

05:12 9 So if -- you know, how that can be

05:12 10 accommodated, I don't know. But that quarter mile

05:12 11 sounds very small to a non-bus rider, but it's

05:12 12 very large to a bus rider that's out there by

05:12 13 themselves any time of the day.

05:54 14 MR. WILLIAM MOORE: I'm the -- I'm going

05:54 15 to tell you first what I do. I'm the Vice Chair

05:55 16 of the Great Waters Group of the Sierra Club,

05:55 17 which is the four county area here, and I'm also

05:55 18 the Transportation and Development chair. So I

05:55 19 represent 3,500 Sierra club members in the four

05:55 20 county area, and that four counties is Milwaukee,

05:55 21 Waukesha, Ozaukee, and Washington.

05:55 22 The Sierra Club is a strong proponent of

05:55 23 mass transit. We feel that the problem with our

05:56 24 transportation system is too much reliance on

05:56 25 individual automobile travel. Funding needs to

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05:56 1 change from building new roads to increasing mass

05:56 2 transit, which is -- which will not only decrease

05:56 3 travel times for residents, but also will increase

05:56 4 the ease of traffic of -- I'm sorry, increase the

05:56 5 ease of transportation, decrease congestion on the

05:56 6 highways, decrease the use of gasoline and thus

05:57 7 decrease pollution, increase air quality, decrease

05:57 8 mercury pollution, and increase the viability of

05:57 9 commercial centers around stations, especially

05:57 10 downtown, the downtown areas.

05:57 11 State, national, and local spending on

05:57 12 multi-lane highways -- new multi-lane highway

05:57 13 needs to drastically decrease, maintenance needs

05:57 14 to continue. The money saved from new highway

05:58 15 construction needs to be put into mass transit.

05:58 16 Bus transit is a stopgap measure and is hindered

05:58 17 by -- rapid bus transit is hindered by other

05:58 18 vehicles on the same trafficways and is always

05:58 19 going to be limited in speed and time by that

05:58 20 conflicting traffic.

05:58 21 Mass transit needs to -- mass transit

05:58 22 does not and should not be affected by automobile

05:58 23 traffic. Light rail that -- that is not affected

05:59 24 by traffic, commuter rail and eventually subways

05:59 25 need to be planned for in Milwaukee, which is one

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05:59 1 of the largest metropolitan areas worldwide

05:59 2 without good mass transit.

05:59 3 Metropolitan areas much poorer and much

05:59 4 smaller than Milwaukee have extensive mass transit

05:59 5 systems, from Budapest, Hungary, one of the first

06:00 6 subways, to Turino, Italy, to cities in Brazil.

06:00 7 Just about every large metropolitan area, our size

06:00 8 and larger, has high quality mass transit. Cities

06:00 9 throughout the United States are moving to high

06:00 10 quality mass transit, fast mass transit.

06:01 11 Milwaukee needs -- Milwaukee area needs

06:01 12 to change from a provincial thought process to one

06:01 13 of caring for all. Thus a regional transit

06:01 14 authority with regional planning and regional

06:02 15 funding needs to have the authority to develop

06:29 16 transportation on a regional basis with dedicated

06:29 17 funding. Most -- with the emphasis on sales tax.

06:29 18 Other regions have sales taxes between a

06:29 19 quarter of one percent to one percent and do not

06:29 20 depend on state funding like the Milwaukee area

06:30 21 does. They are effective, and it should be used

06:30 22 as models. The state funding only increasing by

06:30 23 one-and-a-half to two percent per year and

06:30 24 inflation increasing at three to four percent per

06:30 25 year, that means that each year, the amount of

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06:30 1 state money available to transportation to mass
 06:30 2 transit either decreases it -- decreases each
 06:31 3 year. It also means that local funding has to
 06:31 4 increase each year in the neighborhood of 12 to 14
 06:31 5 percent in order to make up for that difference.
 06:31 6 With federal funding about to run out,
 06:31 7 we need to have dedicated area -- area-wide
 06:31 8 control with dedicated funding very quickly.
 06:32 9 Buses will not be the answer in the future. More
 06:32 10 rapid transit is going to be necessary. Light
 06:32 11 rail, commuter rail, and subways are going to have
 06:32 12 to be part of the plan.
 06:33 13 Any chance of you sending that to me?
 06:33 14 4260 South Victoria Circle, New Berlin 53151. Do
 06:33 15 you need a phone number? Do you need an email
 06:33 16 address for sending that? Formor09@sbcglobal.net.
 06:37 17 MR. STEPHEN ADAMS: Well, I think the
 06:37 18 whole issue of looking at the county transit
 06:37 19 system is very complicated. I mean, I think there
 06:37 20 are a lot of different factors that have to be
 06:37 21 looked at. I think the public attitude toward
 06:37 22 transportation as a whole needs to be factored in,
 06:37 23 you know, especially in relationship to other
 06:38 24 forms of transportation.
 06:38 25 Obviously, in this day and time, you

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06:38 1 have to look at fuel costs, the costs of, you
 06:38 2 know, salaries, operational aspects needs to be
 06:38 3 factored in. Those are the top two things as far
 06:38 4 as operating costs for the system.
 06:38 5 But I really would say that probably the
 06:38 6 main thing we got to look at is the funding source
 06:38 7 of the situation and really be very creative as
 06:38 8 far as looking at all sources of funding. Maybe
 06:38 9 even some that don't exist right now. Like, maybe
 06:38 10 a portion of a sales tax or vehicle tax or, you
 06:38 11 know, whatever.
 06:38 12 I just don't see how we're going to get
 06:38 13 around it. It's just an issue that we got to --
 06:38 14 got to face mainly because transit is also a part
 06:39 15 of the economic development picture. It relates
 06:39 16 to jobs. It relates to how we're viewed by
 06:39 17 outside employers that maybe want to come in here
 06:39 18 and need workers to get to their locations,
 06:39 19 especially if they are in outlying areas.
 06:39 20 So it's just things like that that we
 06:39 21 just have to become more knowledgeable on. And I
 06:39 22 think in some cases, we have to be willing to have
 06:39 23 some difficult discussions and maybe come to some
 06:39 24 difficult solutions that have to be considered.
 06:39 25 So I think that's it.

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1 STATE OF WISCONSIN)
 2) SS:
 3 COUNTY OF MILWAUKEE)
 4
 5 I, ANDREA STEWART, a Court Reporter and
 6 Notary Public in and for the State of Wisconsin, do
 7 hereby certify that the above meeting was recorded by
 8 me on March 1, 2007, and reduced to writing under my
 9 personal direction.
 10 I further certify that I am not a
 11 relative or employee or attorney or counsel of any of
 12 the parties, or a relative or employee of such attorney
 13 or counsel, or financially interested directly or
 14 indirectly in this action.
 15 In witness whereof I have hereunder set
 16 my hand and affixed my seal of office at Milwaukee,
 17 Wisconsin, this 13th day of March, 2007.
 18
 19
 20 _____
 21 Notary Public
 22 In and for the State of Wisconsin
 23
 24 My Commission Expires: May 17, 2009.
 25

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Appendix B

**ATTENDANCE RECORDS OF PUBLIC INFORMATION
MEETINGS HELD FEBRUARY 27, 2007 THROUGH MARCH 6, 2007**

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SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting /Reunión de Información Pública
 Milwaukee County Transit System Development Plan/
 Plan de Desarrollo del Sistema de Transporte del Condado de Milwaukee

February 27, 2007
 Milwaukee Downtown Transit Center, Harbor Lights Room
 909 E. Michigan Avenue
 Milwaukee, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. MICHAEL RYZEK	2714 W. HOWARD AV. APT. 1	MILW 53221
2. Gus Ricca	1910 East Jarvis St.	Shorewood
3. Mike Wineberg	4215 U 100	Milw. WI 53222
4. Julie Alexander	7224 W STATE ST 14	Tosa 532213
5. MARY Smarekhi	424 N. Cherry St	Milw 53212
6. Corina Fed	1942 N 17th St	Milw 53205
7. Tom Winter	1943 N. 17th St	Milw 53205
8. JETER LEE	3320 W. KILBOURN AVE	MKE 53208
9. Michelle Balduc	4525 N. Sheffield Ave	Shorewood 53211
10. David Zeise	2525 South Shore Dr	Milwaukee WI 53207
11. ARLENE CONKEY	3528 N. 95th St	MILWAUKEE 53222
12. CHERI MCGRATH	9993 W NORTH AVE #204	Wauwatosa 53226
13. Ryan Cardullo	2544 N. Prospect Av.	Milwaukee 53211
14. RANBY RITTER	7621 MISSIOL HILLS DR.	FRANKLIN 53132-2141
15. Trina Grieshaber	2755A N Murray Ave	Milwaukee WI 53211
16. JAN WILLS	606 W. Wisconsin Ave., #502	Milwaukee, WI 53203
17. Lloyd Grant	1942 N. 17th St	Milw, WI 53205
18. GREG JANISCH	3814 E. MILWAUKEE AV. CHERRY	53110
19. LEANN MUMBY	734 N 26th St	Milw WI 53233
20. Mary Guy-Frank	3355 S 114th West Allis, WI	53227
21. RICHARD SCHREINER	912 E PLEASANT ST	53202
22. Linda Grueter	2616 N Frederick Ave #127	53211
23. Karen Grueter	2616 N Frederick Ave Apt #127	53211
24. Autumn Moz	2900 S 46th Street	Milw. WI 53219
25. Mary LeRoy	709 E Juneau Ave #409	Milw. WI 53202
26. Rachel P. Bellon	1832 Ramon #16	Milw 53212
27. Mary P. Ehlinger	3243 S 92nd St	Milw WI 53227
28. Daniel Lee	6133 W. Spokane St.	Granville 23
29.		
30.		
31. Barry Swore	5250 W. 26th St ^{32nd} Milwaukee	
32. Melanie Brooks	15 E Highland	
33. (W) Stevens	Cudahy WI 53110	
34. Joanne Ricca	1910 E. Jarvis	
35. Glen Beckel	3368 N. Earle	
36. THOMAS M TAYLOR	7014 ELOY CT. FRANKLIN, WI	53132
37. JUDITH HOOKS	1429 S. 2nd St	Milw, WI 53204
38. Susan R. Smith	P.O. Box 1313, Milw.	53201.
39. EDMONTEJANO	386 E. Becher St.	Milw. WI 53207
40. Ron Rutkowski	8879 Glenview Ln	Greenfield 53129
41. Demetri Glass	2677 N. 44th St	Milwaukee, WI 53210
42.		
43. Joanne S. Visking	Bosson 67 of Chicago	
44.		
45. Sally Pufortand	PO Box 11688	Mil. WI 53211
46.		
47. MICHAEL HOLAN	2513 5th Ave	South Mil 53212
48. SHEA SCHACHAMAYER	1845 N. PARKWAY #100	MILW 53202
49. Linda Wells		
50. JAMES M. WOLFF	617 N. 23rd, ^{1st 305} Milwaukee, Wis.	53233
51.		
52.		

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Public Information Meeting /Reunión de Información Pública
 Milwaukee County Transit System Development Plan/
 Plan de Desarrollo del Sistema de Transporte del Condado de Milwaukee

February 27, 2007
 Milwaukee Downtown Transit Center, Harbor Lights Room
 909 E. Michigan Avenue
 Milwaukee, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. JEFF Polenske	34 N. Broadway	City of Milwaukee
2. Mary Glass	PO Box 51135	53223
3. E. Lentz	5200 S Tuckaway	Greenfield
4. Wayne Vogel	Box Point/Bayshore 491 Jyn	Fort Point
5. Adam Parker	3666 E Armar	Cudahy
6. Anne De Salice	4525 N. Sheffield Ave	Shorewood
7. MARVIN PATTEN	9186 N 75th	Milwaukee
8. Robert Mullen	2501 E Bellevue Pl.	Milwaukee, WI, USA
9. Thomas P	332 E. 5th St.	Milwaukee WI
10. Lee Roy Switlick	2919 S 21st	Milwaukee 53215
11. Gary Johnson	TPA Committee member	
12. Jeff Roesa	2199 S 71st	Milwaukee
13. Joseph A. Herz	415 N O - 7th	Milwaukee
14. LARRY SANZEE	333 W. STATE ST	MILWAUKEE 53203
15. Elaine K. Rytjan	1658 S. 52nd	West Milw. 53214
16. Vince Morano	1224 Memorial Dr. #3	South Milwaukee, 53172
17. Carrie Lopez	3374 S. Illinois Ave	Milwaukee 53207
18. Grace Graves	1610 N. Prospect Ave. #905	Milwaukee 53202
19. Claude Schuttley	Director, Parking & Transportation, U.W.	Milwaukee
20. Oscar O Perez	2310 E. Hartford UWM	
21. Robert Mc Mullen	2508 E. Bellevue Pl. 448	Milwaukee, WI 53211
22. Daniel Ehlinger	3243 S. 46th Street #209	Milwaukee, WI 53227
23. Barbara Ode	3120 E. Norwich Avenue #319	St Francis, WI 53235
24. Kenneth R. Mobile	2252 N. 60th Street	Milwaukee, WI 53208
25. Roger Lange	915 Minnesota Avenue	South Milwaukee, WI 53172
26. Jane Streamlow	235 Williamsburg Drive Apt 3	Thiensville, WI 53092
61. Mychal Ramirez	125 West Mineral St.	Milwaukee 53208
62. John Doherty	424 W. Cherry St	MILW 53212
63. Terrence Peterson	2522 N. Woodland Ave.	" 53211
64. NANCY DAVLANTER	5882 SUDBURY LN	GREENFIELD 53129
65. JOE LADEK	2008 30th St	MILW 53215
66. Russ Schmitz	2322 N. 82nd St	WATKINSON 53213

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting /Reunión de Información Pública
 Milwaukee County Transit System Development Plan/
 Plan de Desarrollo del Sistema de Transporte del Condado de Milwaukee

February 28, 2007
 United Community Center, Conference Room 2
 1028 S. 9th Street
 Milwaukee, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. LINDA HOPE	3206 W. Greenfield	Milw 53211
2. MATTHEW STANELLE	6548 N 52nd St	Milw 53223
3. Edgar Mendez	1539 S. 13th	Milw 53204
4. Luis Mendez	1523 S. Union St	Milw 53204
5. Ernesto Ramirez	125 W. Milwaukee St.	Milw 53204
6. TERRY ORLOWSKI	3634 S 35th St	MILW 53221
7. Peggy Schultz	1846A N. Humboldt	Milw - 53202
8. Anita Gyllita-Connelly	1342 N. 17th St	Milw 53205
9. Ron Rutkowski	8879 Glenview Ln	Greenfield 53129
10. Mike Loughran	City DPW 841 N. Broadway	Milw 53202

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting /Reunión de Información Pública
Milwaukee County Transit System Development Plan/
Plan de Desarrollo del Sistema de Transporte del Condado de Milwaukee

March 1, 2007
HeartLove Plaza, Auditorium
3229 N. Dr. Martin Luther King Jr. Drive
Milwaukee, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. Joan McLean Garner	1125 W. Bradley Road #307	No bus svc area
2. Jayne + Glenn Felton	3054 N. Oakland	
3. Rose Stietz	P.O. Box 12150	Milw. WI 53212
4. Ken Rozanski	8879 Greenwood R.	Greenfield, WI 53129
5. Nancy Senn	821 N 66th St	Wauwatosa 53213
6. Matt Krombholz	2525 S. Howell Ave #1	Milwaukee 53207
7. Curtis Steinhilber	8750 A. National Ave #230	W.A.WI 53227
8. Shelia Carter	801 W. Michigan Ave	53233
9. Sura Fajaj	3029 A N. Booth St.	53212 Riverwest
10. Gertie A. Duggs	9821 N. Highways 3012	
11. Paul G. Xerxes	2827 N. 4th	53212
12. Linda Hogan	2821 N. 4th	53212
13. Jim Carpenter	1633 N Prospect #9c	Milw 53208
14. Kerry Thomas	Transit New	
15. Susan Graimo	6421 W. Meinecke	Tosa, 53213
16. Steve Adams	1733 North 17th St	Milw 53205
91. Bill Moore	4260 S. Jones Cr.	New Berlin (TRANSPORTATION'S CHAIR SEVERAL CLUBS)
92. Al Tralant	1915 N. 3rd St.	Milwaukee, WI 53212
93. Hippie Willygh		
94.		
121. Chad Scheffler	2921 S 90th	West Allis

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting /Reunión de Información Pública
Milwaukee County Transit System Development Plan/
Plan de Desarrollo del Sistema de Transporte del Condado de Milwaukee

March 6, 2007
Zoofari Conference Center
9715 W. Bluemound Road
Milwaukee, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. Tom Tamara	4025 S. 34	Milwaukee
2. Sandy Kellner	1942 N. 17th St	MCTS
3. Gina Neer	ATU LOCAL 988	
4. Richard Ritey	ATU Local 988	
5. Rosemary Wehacs	8112 W Blue Mound	Sierra Club
6. Frank Furdok	4441 N. Bitterbrush	WISDOT
7. CHRIS MEININGER	10321 W. St. Francis	MCTS
8. L.A. Sison	2350 W. Highland	MCTS
9. Richard Geldon	9316 W. Park Hill	Milwaukee 53226
11. Mark McComb	5085 S. Greenbrook ter	Greenfield 53120
12. Peter M. Mulha	2300 N. Dr. MLK Jr. Dr.	WDMR
13. Nancy Senn	2311 W. Wells St, Suite 300	Mil 53208
14. Samuel Jensen	4430 N. Bartlett	Milwaukee 53211
15. Carol Ferkolova	1320 E. Lake Bluff Blvd.	"
16. Anna Bakajova		Milwaukee 53211
17. Marty Wall	5705 W. Tenthon Rd	53213

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting /Reunión de Información Pública
Milwaukee County Transit System Development Plan/
Plan de Desarrollo del Sistema de Transporte del Condado de Milwaukee

March 6, 2007
Zoofari Conference Center
9715 W. Bluemound Road
Milwaukee, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
61. Julie Warner	Marquette	
62. Magda Hipp	Milwaukee	
63. Brandon N. Jensen	734 N. 26th St	ATU LOCAL 988
64. Anita Galotta-Cornell	MCTS	
65. EUGENE NICKEL	555 ROBERTSON ST.	WAUWATOSA 53213
66. Mary Metzner	10321 W. St. Francis Ave.	Greenfield 53228
67. LeAnn Meyer	PO BOX 116652	Milw WI 53216
68. Caroleen Bulek	9619 W. Allen St #1	Milw. WI 53224
69. Lucas Hart	1216 N 85th St	Wauwatosa WI 53226
70. Ray Kuczkowski	8879 Greenwood R.	Greenfield WI 53129
71. Jill Wesolowski	204 Kavenaga Pl	Wauwatosa, WI 53212
72. J + H Enk	9553 West Grand Ave	Wauwatosa, WI 53214
73. DOUG WHEATON	9229 Wex Loomis Road	Franklin, WI 53132
74. Brian McComb	3306 N. Shepard	Milwaukee, WI 53211

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Transit System Planning/
Planeación del Sistema de Tránsito

March 10, 2007
Repairs of the Breach

1335 W Vliet Street
Milwaukee, Wisconsin

Name/Nombre

1. Thomas Norman
2. Emma Watkins
3. Howard Mumphy
4. DARYL GROSS
5. General M. Willis
6. Mary McCray
7. Sherie Watkins
8. Anna Gammitt
9. KEN DUKES
10. George Roberts
11. Michael
12. W. Johnson
13. James Jensen
14. Stan Smith
15. Antonette Smith
16. Albert B.
17. RONALD ALLEN
18. P GIBSON
19. Bill Amos
20. David M. Hadden
21. Rosemarie Pedgott
22. Edward Hale
23. Tom Cook
24. Carey Brown
25. Claudia Devicceaux
26. A.O.
27. T. Finner
28. Lane Fry
29. Walter Jancysten
30. Shamtean Bell 3/10/2007 Shamtean Bell
31. Ruthie Thank U for coming
32. Virgil Smith

Appendix C

**NEWSPAPER ARTICLES AND EDITORIALS CONCERNING THE
MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN**

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Original Story URL:

<http://www.jsonline.com/story/index.aspx?id=565639>

Financial trouble could ravage bus service

Dwindling funds endanger one-third of transit system

By **LARRY SANDLER**
lsandler@journalsentinel.com

Posted: Feb. 13, 2007

Within three years, a looming financial crisis could force the Milwaukee County Transit System to slash more than one-third of its service, including all of its Freeway Flyers, a new report warns.

In addition to the nine Flyer routes, the bus system likely would need to drop all three UBUS routes serving the University of Wisconsin-Milwaukee and seven to 10 of its 31 local routes, along with service cuts on another 14 to 17 routes, says the report from the Southeastern Wisconsin Regional Planning Commission.

Depending on how many local routes are dropped or cut back, the bus system also might need to eliminate all late-night and Saturday service and cut Sunday service to daytime hours only, which could trigger similar cutbacks in van service for disabled riders, the report says.

Those grim predictions are helping to fuel the push by three county supervisors to establish a 0.25% sales tax and a 3% hotel tax to replace property tax support for the bus system. That proposal is to be discussed today by the County Board's Transportation, Public Works and Transit Committee, although no immediate vote is expected.

County Executive Scott Walker said Tuesday, however, that he remains opposed to a sales tax. Walker said he wants to see costs reduced and state aid increased.

Report looks ahead

The planning commission reviewed the transit system's plight to prepare a five-year transit plan for the county. The report covers the preliminary results of that review, before planners come up with recommendations.

Planners found that the transit system is more efficient and more cost-effective than similar bus systems, but that service has been deteriorating as the county has cut routes. Bus service cuts, fare increases or both have been included in seven consecutive county budgets.

But the time bomb in the transit system's financial structure is a dwindling pool of federal aid, the report says. From 1993 to 1998, the Federal Transit Authority gave the county more money than it needed to buy buses. Starting in 1998, a rule change allowed the county to start spending that cash on major maintenance, to stave off deeper service cuts and bigger fare increases. By 2010, however, all of that money will be gone, the report says.

Even with the 2% annual increase Gov. Jim Doyle is proposing in state transit aid, the bus system would face service cuts and fare increases that would reduce its ability to serve workers and other county residents, the report says. Or as Ken Yunker, the commission's deputy director, recently told the Southeastern Wisconsin Regional Transit Authority: "The cuts they've had so far will be nothing. . . . You won't have a transit system."

Walker said, however, that a new local sales tax isn't the answer. He continues to support an idea that he and state Rep. Jeff Stone (R-Greendale) developed to dedicate part of the existing state sales tax on vehicle-related purchases to transportation spending.

Doyle vetoed the original version because it would have left the state's general fund short. The latest version would keep current revenue from vehicle sales taxes in the general fund but use revenue growth for public transit statewide, Walker said. That would total \$33.4 million in the 2007-'09 biennium, growing to more than \$103 million in 2009-'11, with Milwaukee County reaping much of the revenue, as the state's biggest bus system, he said.

Walker also repeated his calls for the privately managed, county-owned transit system to rein in its benefit and wage costs. Transit managers are currently in negotiations with Amalgamated Transit Union Local 998, which is resisting health care cuts for the drivers and mechanics it represents.

From the Feb. 14, 2007 editions of the Milwaukee Journal Sentinel
Have an opinion on this story? [Write a letter to the editor](#) or start an [online forum](#).

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SMALL Business Times

Milwaukee and Southeastern Wisconsin Business News



Feb. 15

Feb. 14

Feb. 13

Feb. 12

Feb. 9

Archive...

SEWRPC: Milwaukee County bus system faces 'drastic cuts'

Published February 14, 2007 - *BizTimes Daily*

◀ [Previous](#) | 4 of 12 | [Next](#) ▶

If trends in state, federal and county funding continue the Milwaukee County Transit System likely will need to make "severe" cuts in service and will have to raise fares significantly by 2010, according to the Southeastern Wisconsin Regional Planning Commission (SEWRPC).

At the request of Milwaukee County, SEWRPC is developing a short-range plan for the Milwaukee County Transit System (MCTS) for 2007 to 2011.

MCTS depends heavily on state funding, which in recent years has not kept pace with inflation, according to SEWRPC. The transit system has increased fares and reduced service in recent years.

In recent years MCTS has used federal funds, that are intended for capital projects, for operating expenses. Without increases in state transit funds MCTS will deplete its reserve of federal funds and will have to make service cuts of up to 35 percent by 2010, according to SEWRPC.

More information about the SEWRPC report can be found at www.sewrpc.org/milwcotdp.

**Here's your
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nominate a
company
(maybe even
yours!) that
you think
should be**

The Business Journal of Milwaukee - February 14, 2007

<http://milwaukee.bizjournals.com/milwaukee/stories/2007/02/12/daily36.html>



BUSINESS PULSE SURVEY: Should Mayfair Mall implement a parental escort

Transit system could face drastic cuts without more funding

The Business Journal of Milwaukee - 1:07 PM CST Wednesday, February 14, 2007 by Rich Kirchen

If trends in state, federal and county funding continue, the Milwaukee County Transit System is likely to face drastic service cuts or raise fares significantly by 2010, a new study predicts.

The transit system depends heavily on the state for operating funding, which in recent years has not kept pace with inflation and has led to increased fares and reduced service, according to the report released Wednesday by the Southeastern Wisconsin Regional Planning Commission.

Meanwhile, the Milwaukee transit system has had to mine federal funds intended for capital projects to cover operating costs, the planning commission said.

Without increases in state transit assistance, the Milwaukee system would likely deplete its remaining federal funds and face a 35 percent cut in service by 2010, the planning commission said.

The projections were included in the initial findings of a development plan for the Milwaukee County Transit System in the period of 2007 to 2011. The Milwaukee County Department of Transportation and Public Works requested the study.

A series of public informational meetings have been scheduled for late February. More information is available at the planning commission's Web site, www.sewrpc.org/milwcotdp.

Some Milwaukee County supervisors and some Milwaukee aldermen have proposed increasing the local sales tax in Milwaukee County by 0.25 to 0.5 percent to fund the transit system and remove it from the property tax rolls.

County Executive Scott Walker has proposed using annual growth in the sales tax from automobile purchases in the county to support the transit system.

The Southeastern Wisconsin Regional Transit Authority, which is seeking funding sources for commuter rail and transit in Milwaukee, Racine and Kenosha counties, plans to discuss transit funding solutions in the coming months.

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Original Story URL:

<http://www.jsonline.com/story/index.aspx?id=566816>

Editorial: A system in jeopardy

If state and local officials don't act soon to save the Milwaukee County Transit System, they'll eventually serve as its pallbearers.

From the Journal Sentinel

Posted: Feb. 18, 2007

Milwaukee Mayor Tom Barrett has just rolled out an intriguing new transportation plan that would connect workers and visitors to jobs and destinations with express buses and modern streetcars. The plan appears to have a lot going for it, but the timing isn't the best.

Just last week, the Southeastern Wisconsin Regional Planning Commission delivered one of the bleakest predictions yet about the Milwaukee County Transit System, one of the mainstays in Barrett's plan to improve mass transit. Within three years, the commission said, financial problems could force the transit system to slash more than one-third of its service.

The problem is that the system relies on the property tax, a dwindling pool of federal operating aid and the fare box for revenue. Even with a 2% annual increase in state transit aid, the system could still face service cuts and fare increases that could turn the system into a shell of what it now is, the planning commission said.

That must not happen. This community simply cannot function without a viable transit system. The community must find another major source of local or state financing besides the overburdened property tax. This is one of the largest transit systems in the nation that relies on the property tax for its primary local financing. Most rely on sales taxes.

A number of proposals have been made in recent years for just such a sales tax, most recently by County Supervisors Michael Mayo, James White and Elizabeth Coggins-Jones. Unfortunately, the political will - courage may be a better word - is missing. Ideally, the tax should be regional, assessed and distributed by a regional transportation authority, but that idea seems too alien for elected officials in southeastern Wisconsin to swallow. Never mind that other cities around the country have swallowed that pill and are glad they did. Denver has a nine-county transit authority.

Another sensible option is the proposal offered by Rep. Jeff Stone (R-Greendale) to tap into the tax the state already collects for new and used motor vehicle sales, money that now goes into the state's general fund. Earmarking even a portion of that \$768 million for public transit statewide would provide a steady

stream of revenue for the county transit system.

When asked about Stone's idea, Gov. Jim Doyle expressed some leering since the state counts on that money to pay for other things, such as schools. But that's not sufficient reason to write off the idea.

To save transit, something's got to give. How about parochialism and fiscal shortsightedness for starters?

Should there be a sales tax to fund transit? How would you fund transit? Tell us at jsedit@journalsentinel.com

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From the Feb. 19, 2007 editions of the Milwaukee Journal Sentinel
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Planning Commission examines fate of transit system

By Ryan Cardarella
Campus Government Editor

At the request of Milwaukee County and in light of a potentially serious funding shortfall, the Southeastern Wisconsin Regional Planning Commission is developing a short-term plan for the county transit system.

Affecting the University of Wisconsin-Milwaukee and city commuters alike, the system faces substantial service cuts if the county remains on its current fiscal course.

The commission held several open house public meetings last week to address the needs and concerns of county transit users in hopes of developing a financially viable, service efficient system.

State funds that the system heavily relies on have stagnated, with the county receiving roughly a 1.5 percent increase per year, which fails to keep up with inflation.

Drawing money out of that dwindling pot has caused the



Because funds for the transit system are not improving, legislators are thinking about increasing the sales tax. Post photo by Ryan Cardarella

system to draw down its federal funds, which are on pace to be used up by 2010. The federal "bank" for county transit contained \$37 million in 2001, and is down to \$12 million this year. The federal money, which was intended for capital projects, is being used mostly for operating expenses.

"The transit system is in a precarious situation. Our funding isn't keeping up with expenses," said Ken Yunker, deputy director for the Southeastern Wisconsin Regional Planning Commission.

An idea proposed by sever-

See **TRANSIT** page 3

uwmpost.com

uwmpostexchange.com

[blog.u](http://blog.uwm.edu)



Students wait for the UPark bus system to take them back to the Capitol Drive and Humboldt parking lot.
Post file photo

TRANSIT

Continued from page 1

al legislators is to increase the sales tax slightly in Milwaukee and surrounding counties. The increase would likely be 0.25 percent to 0.5 percent, though talk is still preliminary.

A need for a dedicated source of local funding in line with other comparable metro systems was identified by the commission as well.

The potential economic damage for such substantial cuts is significant when 70 percent of transit use is for people going to either work or school, often without viable transportation alternatives.

The commission hopes that significant cuts can be avoided.

Two options were developed as examples of service cuts if the system's financial problems are not remedied. In both cases all freeway flyer and UBus services would be axed. Other possible cuts included the elimination of seven to 10 bus routes and the possibility of cutting night service hours.

However, the options were outlined more as an example of what would have to occur if funding levels continue as currently projected.

"We are just trying to show people what a 35 percent cut in service looks like," said Yunker.

"The transit system is in a precarious situation. Our funding isn't keeping up with expenses."

— Ken Yunker, deputy director for the Southeastern Wisconsin Regional Planning Commission

Evaluation of the strengths and weaknesses of the system was another component of the commission's plan, with the system performing extremely well in comparison to other similar metro areas. The county system was deemed to have excellent coverage within Milwaukee County, with over 90 percent of the population resid-

ing within a quarter mile of a bus or shuttle route.

Other identified strengths were buses are almost always on time (from a minute early to three minutes late), are generally not overcrowded, and excel in reaching the main areas of commerce and employment in the city.

However, the system is not without areas in need of improvement. Lengthy transit times were cited, as many buses get caught in traffic during peak hours and slog through their routes.

Differing from other metro systems, Milwaukee streets have no bus lanes to make getting them through heavy traffic easier, nor do they use traffic signal priorities to speed up service. Certain areas on the fringes of the city also lack sufficient coverage.

The commission is still in the process of acquiring feedback and gathering information from concerned citizens.

Additional public meetings will be held later in the spring, and development of a recommended plan will take place over the summer.

Appendix D

**COMMISSION ANNOUNCEMENTS OF PUBLIC INFORMATION
MEETINGS HELD IN FEBRUARY AND MARCH 2007
AND SUMMARY MATERIALS DISTRIBUTED
AT PUBLIC INFORMATION MEETINGS**

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FEBRUARY/MARCH 2007 PUBLIC INFORMATIONAL MEETINGS

**PUBLIC INFORMATIONAL MEETINGS ON THE
MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011**

The Southeastern Wisconsin Regional Planning Commission (SEWRPC), together with Milwaukee County and the Milwaukee County Transit System (MCTS), is preparing a short-range transit development plan for MCTS for the period 2007-2011. The plan will evaluate MCTS fixed-route bus service, and present recommendations for service changes over the next five years. Work completed to date on the plan includes an analysis of land use and population trends, an evaluation of the existing transit system, a comparison of MCTS to similar transit systems nationwide, an assessment of unmet transit travel needs for Milwaukee County residents, and a projection of the system's future financial condition.

Milwaukee County residents will have the opportunity to familiarize themselves with the plan and comment on the work performed to date at upcoming public informational meetings. Comments, which can be provided in written or oral form, will help guide the development of alternatives and potential recommended improvements for the transit system over the next five years. The meetings will be conducted in an "open house" format from 4:30 p.m. to 7:00 p.m. Staff will be available to individually answer questions and provide information about the plan. There will be a short presentation at 6:00 p.m.

<u>Date</u>	<u>Location</u>
February 27, 2007	Downtown Transit Center Harbor Lights Room 909 E Michigan Street
February 28, 2007	United Community Center, Conference Rooms 1 and 2 1028 S 9th Street
March 1, 2007	HeartLove Place Auditorium 3229 N Dr. Martin Luther King Jr Drive

Persons with special needs should contact the Commission offices a minimum of 3 business days in advance so appropriate arrangements can be made. For more information about the meeting, please contact:

Southeastern Wisconsin Regional Planning Commission
PO Box 1607
Waukesha, WI 53187
Phone: 262-547-6721 Fax 262-547-1103
Email: milwcotdp@sewrpc.org
www.sewrpc.org/milwcotdp

**JUNTAS PUBLICAS INFORMATIVAS SOBRE EL PLAN DE DESARROLLO DEL SISTEMA
DE TRANSPORTE DEL CONDADO DE MILWAUKEE: 2007-2011**

La Comisión Regional de Planeación del Sureste de Wisconsin, junto con el Sistema de Transporte del Condado de Milwaukee, está preparando un plan de desarrollo del sistema de transporte a corto plazo para MCTS (signos Sistema de Transporte del Condado de Milwaukee en inglés) para el período 2007-2011. El plan evaluará los servicios de autobuses de ruta fija ofrecidos por MCTS, y presentará unas recomendaciones para cambios de servicios a través de los siguientes 5 años. Trabajo del plan que a la fecha se ha terminado incluye un análisis de patrones de población y uso de la tierra; evaluación del sistema de transporte; comparación del MCTS a otros sistemas de transporte similares; identificación de las necesidades de transporte no satisfechas para los residentes del Condado de Milwaukee; y una proyección de la condición financiera futura del sistema.

Los residentes del Condado de Milwaukee tendrán la oportunidad de familiarizarse con el plan de desarrollo de transporte y hacer comentarios acerca del trabajo hecho hasta la fecha en las juntas públicas informativas. Los comentarios, que se puede dar en forma escrita u oral, guiarán el desarrollo de alternativas y recomendaciones potenciales para mejoras del sistema de transporte por los siguientes cinco años. Personal de la Comisión estará disponible en formato de "casa abierta" de 4:30 p.m. a 7:00 p.m. para individualmente contestar preguntas y dar información acerca del plan de desarrollo de transporte. Se hará una presentación breve a las 6:00 p.m.

<u>Fecha</u>	<u>Ubicación</u>
27 de febrero, 2007	Downtown Transit Center Harbor Lights Room 909 E. Michigan Street
28 de febrero, 2007	United Community Center Conference Room 1 and 2, 1028 S. 9th Street
1º de marzo, 2007	HeartLove Place Auditorium 3229 N. Dr. Martin Luther King Jr. Drive

Personas con necesidades especiales deben contactar las oficinas de la Comisión con un mínimo de 3 días de anticipación para que los arreglos apropiados sean hechos. Para más información sobre la reunión, por favor contacte a:

Southeastern Wisconsin Regional Planning Commission
PO Box 1607
Waukesha, WI 53187
Teléfono: 262-547-6721 Fax: 262-547-1103
Correo electrónico: milwcotdp@sewrpc.org
www.sewrpc.org/milwcotdp

Milwaukee Journal Sentinel
February 19, 2007

Milwaukee Community Journal
February 21, 2007

Milwaukee Courier
February 24, 2007

El Conquistador
February 23, 2007

El Conquistador
February 23, 2007

PUBLIC INFORMATIONAL MEETINGS ON THE MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

The Southeastern Wisconsin Regional Planning Commission (SEWRPC), together with Milwaukee County and the Milwaukee County Transit System (MCTS), is preparing a short-range transit development plan for MCTS for the period 2007-2011. The plan will evaluate MCTS fixed-route bus service, and present recommendations for service changes over the next five years. Work completed to date on the plan includes an analysis of land use and population trends, an evaluation of the existing transit system, a comparison of MCTS to similar transit systems nationwide, an assessment of unmet transit travel needs for Milwaukee County residents, and a projection of the system's future financial condition.

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<u>Date</u>	<u>Location</u>
February 27, 2007	Downtown Transit Center Harbor Lights Room 909 E Michigan Street
February 28, 2007	United Community Center, Conference Rooms 1 and 2 1028 S 9th Street
March 1, 2007	HeartLove Place Auditorium 3229 N Dr. Martin Luther King Jr Drive
March 6, 2007 (NEW)	ZooFari Conference Center Conference Room 9715 W. Bluemound Road

Persons with special needs should contact the Commission offices a minimum of 3 business days in advance so appropriate arrangements can be made. For more information about the meeting, please contact:

Southeastern Wisconsin Regional Planning Commission
PO Box 1607
Waukesha, WI 53187
Phone: 262-547-6721 Fax 262-547-1103
Email: milwcotdp@sewrpc.org
www.sewrpc.org/milwcotdp

Milwaukee Journal Sentinel
February 25, 2007

PUBLIC INFORMATIONAL MEETINGS ON THE MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011

The Southeastern Wisconsin Regional Planning Commission (SEWRPC), together with Milwaukee County and the Milwaukee County Transit System (MCTS), is preparing a short-range transit development plan for MCTS for the period 2007-2011. The plan will evaluate MCTS fixed-route bus service, and present recommendations for service changes over the next five years. Work completed to date on the plan includes an analysis of land use and population trends, an evaluation of the existing transit system, a comparison of MCTS to similar transit systems nationwide, an assessment of unmet transit travel needs for Milwaukee County residents, and a projection of the system's future financial condition.

Milwaukee County residents will have the opportunity to familiarize themselves with the plan and comment on the work performed to date at an upcoming public informational meeting. Comments, which can be provided in written or oral form, will help guide the development of alternatives and potential recommended improvements for the transit system over the next five years. The meeting will be conducted in an "open house" format from 4:30 p.m. to 7:00 p.m. Staff will be available to individually answer questions and provide information about the plan. There will be a short presentation at 6:00 p.m.

<u>Date</u>	<u>Location</u>
March 6, 2007	ZooFari Conference Center Conference Room 9715 W. Bluemound Road

Persons with special needs should contact the Commission offices a minimum of 3 business days in advance so appropriate arrangements can be made. For more information about the meeting, please contact:

Southeastern Wisconsin Regional Planning Commission
PO Box 1607
Waukesha, WI 53187
Phone: 262-547-6721 Fax 262-547-1103
Email: milwcotdp@sewrpc.org
www.sewrpc.org/milwcotdp

Milwaukee Community Journal
February 28, 2007

Milwaukee Courier
March 3, 2007

El Conquistador
March 2, 2007

JUNTAS PUBLICAS INFORMATIVAS SOBRE EL PLAN DE DESARROLLO DEL SISTEMA DE TRANSPORTE DEL CONDADO DE MILWAUKEE: 2007-2011

La Comisión Regional de Planeación del Sureste de Wisconsin, junto con el Sistema de Transporte del Condado de Milwaukee, está preparando un plan de desarrollo del sistema de transporte a corto plazo para MCTS (signos Sistema de Transporte del Condado de Milwaukee en inglés) para el período 2007-2011. El plan evaluará los servicios de autobuses de ruta fija ofrecidos por MCTS, y presentará unas recomendaciones para cambios de servicios a través de los siguientes 5 años. Trabajo del plan que a la fecha se ha terminado incluye un análisis de patrones de población y uso de la tierra; evaluación del sistema de transporte; comparación del MCTS a otros sistemas de transporte similares; identificación de las necesidades de transporte no satisfechas para los residentes del Condado de Milwaukee; y una proyección de la condición financiera futura del sistema.

Los residentes del Condado de Milwaukee tendrán la oportunidad de familiarizarse con el plan de desarrollo de transporte y hacer comentarios acerca del trabajo hecho hasta la fecha en una junta pública informativa. Los comentarios, que se puede dar en forma escrita u oral, guiarán el desarrollo de alternativas y recomendaciones potenciales para mejoras del sistema de transporte por los siguientes cinco años. Personal de la Comisión estará disponible en formato de "casa abierta" de 4:30 p.m. a 7:00 p.m. para individualmente contestar preguntas y dar información acerca del plan de desarrollo de transporte. Se hará una presentación breve a las 6:00 p.m.

<u>Fecha</u>	<u>Ubicación</u>
6 de marzo, 2007	Centro de conferencias ZooFari Sala de conferencia 9715 W. Bluemound Road

Personas con necesidades especiales deben contactar las oficinas de la Comisión con un mínimo de 3 días de anticipación para que los arreglos apropiados sean hechos. Para más información sobre la reunión, por favor contacte a:

Southeastern Wisconsin Regional Planning Commission
PO Box 1607
Waukesha, WI 53187
Teléfono: 262-547-6721 Fax: 262-547-1103
Correo electrónico: milwcotdp@sewrpc.org
www.sewrpc.org/milwcotdp

El Conquistador
March 2, 2007

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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FAX (262) 547-1103

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News Release

FOR IMMEDIATE RELEASE

February 14, 2007

Release No. 07-02

For more information:
Kenneth R. Yunker,
Deputy Director
Southeastern Wisconsin Regional Planning Commission
262-547-6721
kyunker@sewrpc.org

MILWAUKEE COUNTY TRANSIT SYSTEM LIKELY TO FACE DRASTIC CUTS BY 2010 Southeastern Wisconsin Regional Planning Commission Reports on Initial Findings of Transit Development Plan and Announces Public Informational Meetings

If trends in State, Federal, and County transit funding continue, the Milwaukee County Transit System (MCTS) likely will need to make severe cuts in service and raise fares significantly by the year 2010, according to the initial findings of the Milwaukee County Transit System Development Plan: 2007-2011, a short-range plan being developed by the Southeastern Wisconsin Regional Planning Commission (SEWRPC).

Milwaukee County requested the short-range plan, which SEWRPC is preparing together with MCTS and the Milwaukee County Department of Transportation and Public Works. A series of public informational meetings in late February will allow Milwaukee County residents to familiarize themselves with the transit development plan and comment on the work performed to date. In preparation for the public meetings, SEWRPC has published a newsletter summarizing the work completed to date on the plan, including an analysis of the potential future of the transit system if current funding trends continue.

The Commission's analysis notes that MCTS depends heavily on State operating funding, which in recent years has not kept pace with inflation. The transit system has had to increase fares, reduce service, and

-2-

utilize for operating funding about two-thirds of its "bank" of Federal funds intended for capital project funding. Without increases in State transit assistance funds, the transit system can expect to deplete its "bank" of unspent Federal capital funds, and face implementing dramatic service cuts—up to a 35 percent reduction in service by the year 2010.

In addition, the plan has produced other key findings to date:

- MCTS performs significantly better than comparable peer transit systems nationwide with respect to service efficiency and effectiveness.
- Within Milwaukee County, MCTS provides excellent coverage of residential areas, employment locations, and major activity centers.
- Although the transit system provides excellent service coverage within Milwaukee County, the transit system does have deficiencies with respect to limited hours and frequency of service provided on many routes, particularly on weekends, and has slow transit travel times.
- Transit service is not available for Milwaukee County residents to travel to many jobs and activity centers in surrounding counties, or if available, is limited in hours and frequency of service and has lengthy travel times.

The newsletter and the schedule of public meetings, along with all other information which has been developed on the Milwaukee County Transit System Development Plan: 2007-2011, are available on the Commission's website, www.sewrpc.org/milwcotdp. Staff will be available at the meetings in an "open house" format from 4:30 p.m. to 7:00 p.m. to individually answer questions and provide information about the transit development plan. Residents' comments will be considered during the development of alternatives and potential recommended operating and capital improvements for the transit system over the next five years.

[Note: Attached to this press release is the Newsletter which lists the dates and locations of the scheduled public meetings and provides information on the Milwaukee County Transit System Development Plan.]

* * *

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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News Release

FOR IMMEDIATE RELEASE

February 22, 2007

Release No. 07-3

For more information:
Kenneth R. Yunker,
Deputy Director
Southeastern Wisconsin Regional Planning Commission
262-547-6721
kyunker@sewrpc.org

FOURTH PUBLIC MEETING SCHEDULED FOR MILWAUKEE COUNTY TRANSIT DEVELOPMENT PLAN Southeastern Wisconsin Regional Planning Commission Schedules Additional Public Informational Meeting for the Milwaukee County Transit System Development Plan at Zoofari

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) is conducting public informational meetings for the Milwaukee County Transit Development Plan: 2007-2011. Owing to substantial public interest in the plan, the Commission has added a fourth public meeting for Tuesday, March 6, at the Zoofari Conference Center.

SEWRPC, together with Milwaukee County and the Milwaukee County Transit System, is preparing a short-range transit development plan for MCTS for the period 2007-2011. The plan will evaluate MCTS fixed-route bus service, and present recommendations for service changes over the next five years.

The upcoming round of public information meetings will allow Milwaukee County residents to familiarize themselves with the transit development plan and comment on the work performed to date. Residents' comments will be considered during the development of alternatives and potential recommended operating and capital improvements for the transit system over the next five years. Staff

-2-

will be available at the meetings in an "open house" format from 4:30 p.m. to 7:00 p.m. to individually answer questions and provide information about the transit development plan. A short presentation will be made at 6:00 p.m. The four public information meetings are scheduled as follows:

Tuesday, February 27, 2007

4:30 until 7:00 p.m.
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street

Wednesday, February 28, 2007

4:30 until 7:00 p.m.
United Community Center, Lower Level Conference Rooms 1 and 2
1028 S. 9th Street

Thursday, March 1, 2007

4:30 until 7:00 p.m.
HeartLove Place, Auditorium
3229 N. Dr. Martin Luther King Jr. Drive

Tuesday, March 6, 2007 (NEW)

4:30 p.m. until 7:00 p.m.
Zoofari Conference Center, Conference Room
9715 W. Bluemound Road

The Commission recently published a newsletter summarizing the work completed to date on the plan, including an analysis of the potential future of the transit system if current funding trends continue. The Commission's analysis notes that MCTS depends heavily on State operating funding, which in recent years has not kept pace with inflation. The transit system has had to increase fares, reduce service, and utilize for operating funding about two-thirds of its "bank" of Federal funds intended for capital project funding. Without increases in State transit assistance funds, the transit system can expect to deplete its "bank" of unspent Federal capital funds, and face implementing dramatic service cuts—up to a 35 percent reduction in service by the year 2010.

In addition, the plan has produced other key findings to date:

- MCTS performs significantly better than comparable peer transit systems nationwide with respect to service efficiency and effectiveness.
- Within Milwaukee County, MCTS provides excellent coverage of residential areas, employment locations, and major activity centers.

- Although the transit system provides excellent service coverage within Milwaukee County, the transit system does have deficiencies with respect to limited hours and frequency of service provided on many routes, particularly on weekends, and has slow transit travel times.
- Transit service is not available for Milwaukee County residents to travel to many jobs and activity centers in surrounding counties, or if available, is limited in hours and frequency of service and has lengthy travel times.

The schedule of public meetings and more information on the Milwaukee County Transit System Development Plan: 2007-2011 are available on the Commission's website, www.sewrpc.org/milwcotdp.

* * *

EMAIL ANNOUNCEMENT SENT TO MILWAUKEE COUNTY TRANSIT SYSTEM RIDER INSIDER LIST

From: MCTS [mailto:mcts@messagedirect.com]
Sent: Wednesday, February 14, 2007 2:22 PM
Subject: Important Public Information Meetings-MCTS Development Plan



Dear _____,

You are invited to help plan for the next five years of MCTS fixed-route bus service. The Southeastern Wisconsin Regional Planning Commission (SEWRPC) is holding a series of open house meetings to address the 2007-2011 Milwaukee County Transit System Development Plan. At the meetings, you can learn about the work performed on the plan to date and will be able to voice your opinion on:

- how the transit system meets or fails to meet residents' needs;
- what service changes and improvements should be considered for the next five years; and,
- how to fund the local share of transit system expenses

Please attend one of the following Public Information Meetings:

Tuesday, February 27, 2007

4:30 pm - 7:00 pm (presentation at 6:00 pm)
Downtown Transit Center
Harbor Lights Room
909 E. Michigan Street
Milwaukee

Wednesday, February 28, 2007

4:30 pm - 7:00 pm (presentation at 6:00 pm)
United Community Center
Conference Rooms 1 and 2 - Lower Level
1028 S. 9th Street
Milwaukee

Thursday, March 1, 2007

4:30 pm - 7:00 pm (presentation at 6:00 pm)
HeartLove Place
Auditorium
3229 N. Dr. Martin Luther King Jr. Drive
Milwaukee

For more information on the Milwaukee County Transit System Development Plan, please go to www.sewrpc.org/milwcotdp.

Joseph A. Caruso

Marketing Director
Milwaukee County Transit System

ADVERTISING CARD PLACED IN 200 MILWAUKEE COUNTY TRANSIT SYSTEM BUSES
FROM FEBRUARY 17, 2007 TO MARCH 1, 2007

What do you think about MCTS?
Share your opinion about MCTS bus service, and help plan for the Transit System over the next five years.

PUBLIC INFO MEETINGS 4:30 -7:00 pm

Feb 27th Downtown Transit Center 900 E. Michigan St.	Feb 28th United Community Center 1028 South 9th St.	March 1st Heart Love Place 3229 North MLK Dr.
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For more information call the Southeastern Wisconsin Regional Planning Commission at (262) 547-6721.

ANNOUNCEMENT PLACED ON TRANSIT TELEVISION SCREENS IN MILWAUKEE COUNTY
TRANSIT SYSTEM BUSES FROM FEBRUARY 19, 2007 TO MARCH 5, 2007

The Regional Planning Commission and Milwaukee County are holding a series of meetings about MCTS bus service.



This is your opportunity to voice your opinion regarding bus service for the next five years.



For information on meeting dates and locations call Sonia at 262-547-6721.



MILWAUKEE COUNTY TRANSIT SYSTEM DEVELOPMENT PLAN: 2007-2011



NEWSLETTER 1

FEBRUARY 2007

OVERVIEW

At the request of Milwaukee County, the Southeastern Wisconsin Regional Planning Commission, together with the Milwaukee County Transit System and the Milwaukee County Department of Transportation and Public Works, is preparing a short-range transit development plan for the Milwaukee County Transit System for the period 2007-2011. Work completed to date on the plan includes a review of population, employment, land use, and travel patterns in Milwaukee County and the four-county Milwaukee metropolitan area; review of the existing transit system and trends in its operation; definition of transit objectives and standards to evaluate system performance; assessment of transit system and route performance and identification of unmet transit travel needs of Milwaukee County residents; review of a comparison of the Milwaukee County Transit System to peer transit systems; and evaluation of the system's future financial condition. After obtaining public comment on the work completed to date and responding to the comments received, the remaining elements of the plan will be completed, including the development of recommendations for operating and capital improvements to be implemented over the next 5 years.

The short-range transit development plan has produced to date the following key findings:

- The Milwaukee County Transit System performs significantly better than comparable peer transit systems nationwide with respect to service efficiency and effectiveness.
- Within Milwaukee County, the Milwaukee County Transit System provides excellent coverage of residential areas, employment locations, and major activity centers.
- Although the transit system provides excellent service coverage within Milwaukee County, the transit system does have deficiencies with respect to limited hours and frequency of service provided on many routes, particularly on weekends, and has slow transit travel times.
- Transit service is not available for Milwaukee County residents to travel to many jobs and activity centers in

surrounding counties, or if available, is very limited in hours of service and frequency of service, and has lengthy travel times.

- The transit system is heavily dependent on State operating funding, which in recent years has not kept pace with inflation. The Milwaukee County Transit System has had to increase fares, reduce service, and utilize for operating funding about two-thirds of its "bank" of Federal funds intended for capital project funding.
- Without increases in State transit assistance funds sufficient to address cost inflation and the enactment of dedicated local funding for public transit, the transit system can expect to deplete its "bank" of unspent Federal capital funds, and face implementing dramatic service cuts—up to a 35 percent reduction in service by the year 2010.

PUBLIC INFORMATIONAL MEETINGS

Milwaukee County residents will have the opportunity to familiarize themselves with the transit development plan and comment on the work performed to date at public information meetings scheduled in February and March. Comments will help guide the development of alternatives and potential recommended operating and capital improvements for the transit system over the next five years.

The dates and locations for the information meetings in Milwaukee are listed below. Staff will be available in an "open house" format from 4:30 p.m. to 7:00 p.m. to individually answer questions and provide information about the transit development plan. A short presentation will be given at 6:00 pm. Persons with special needs should contact the Commission offices a minimum of 72 hours in advance so appropriate arrangements can be made. Contact information is on the back of this newsletter.

Date	Location
February 27, 2007	Downtown Transit Center Harbor Lights Room 909 E. Michigan Street
February 28, 2007	United Community Center, Conference Rooms 1 and 2, 1028 S. 9 th Street
March 1, 2007	HeartLove Place Auditorium 3229 N. Dr. Martin Luther King Jr. Drive

A good public transit system is essential in the Milwaukee area:

- to provide a necessary and desirable alternative to the automobile in heavily travelled corridors and areas;
- to contribute to efficiency in the transportation system, including reduced highway traffic volume and congestion and attendant air pollutant emissions and energy consumption;
- to support and encourage higher density development, which results in efficiencies for public infrastructure and services;
- to meet the travel needs of the significant portion of the population (16 percent of households) without access to an automobile; and
- to meet the needs of business and industry, enhancing economic development and enhancing the quality of life of County residents by providing job and labor force accessibility and permitting a reduction in household expenditures on transportation, enabling greater household savings, other expenditures, and a higher standard of living.

Study Organization

Work on the Milwaukee County Transit System development plan is overseen by the Milwaukee County Public Transit Planning Advisory Committee, whose members have been appointed by the Milwaukee County Executive (see Committee roster on this page). After careful study and evaluation, the Advisory Committee will propose to Milwaukee County a recommended transit system development plan, identifying the operating and capital improvements for the Milwaukee County Transit System which should be implemented from 2007 through 2011. The Advisory Committee guides the technical staff in the preparation of the plan, including the design and evaluation of transit improvement and funding proposals.

Study Scope and Area

This transit system development plan is intended to provide a comprehensive evaluation of, and recommended service changes which have the potential to be implemented over the next five years for the fixed-route bus services provided by the Milwaukee County Transit System. The plan will not provide a comprehensive analysis of the performance of the Milwaukee County Transit Plus service for disabled individuals. Also, given the plan's short-term five year focus, the study will not consider service options that propose fixed-guideway transit facilities.

LAND USE AND TRAVEL PATTERNS

As part of the transit development plan, information was gathered and reviewed on historic and current population, employment, land use, and travel patterns in Milwaukee County. The following paragraphs present some of the key findings.

Population

Since 1960, Milwaukee County's total resident population has decreased by about 9 percent, while the total population in adjacent Ozaukee, Washington, and Waukesha Counties has increased by about 138 percent. The decline in County population has modestly reduced the size of the market for public transit service. Meanwhile, average household size has decreased, resulting in an increase in total County households of about 21 percent.

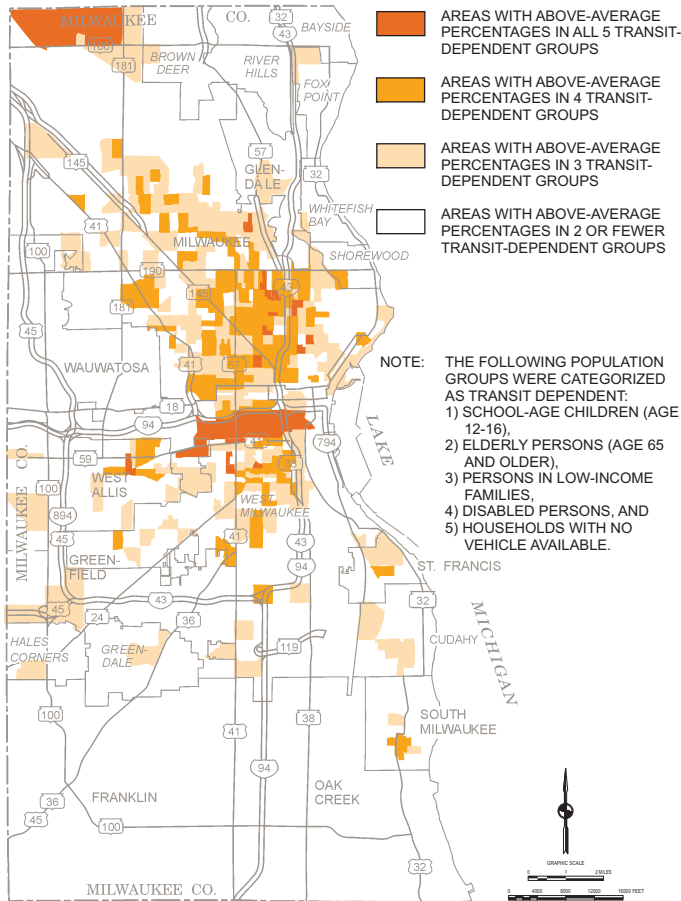
Five population groups whose access to the automobile is more limited than the population as a whole may be categorized as “transit dependent”: school-age children (age 12-16), elderly persons (age 65 and older), persons in low-income families, disabled persons, and households with no vehicle available. The highest residential concentrations of transit-dependent persons are in the east-central and northwestern portions of the County, as shown on Map 1. This transit-dependent population generally coincides with the minority population of Milwaukee County (see Map 2).

MILWAUKEE COUNTY TRANSIT PLANNING ADVISORY COMMITTEE

Peter W. Beitzel	Vice President, International Trade, Transportation, and Business Development, Metropolitan Milwaukee Association of Commerce
Rodney A. Clark	Director, Bureau of Transit & Local Roads, Wisconsin Department of Transportation
Anita Gulotta-Connelly	Acting Managing Director, Milwaukee County Transit System
Leticia Keltz	Support Services Manager, United Migrant Opportunity Services
Don Natzke	Director, Milwaukee County Executive's Office for Persons with Disabilities
Beth Nichols	Executive Director, Downtown Milwaukee Management District (Business Improvement District 21)
Jeffrey S. Polenske	City Engineer, City of Milwaukee
Gary Portenier	Program Planning Coordinator, Milwaukee County Department on Aging
Richard Riley	Amalgamated Transit Union, Local 998
Nancy Senn	Transportation Planning Manager, Milwaukee County Department of Transportation and Public Works
James G. White	Supervisor, Milwaukee County

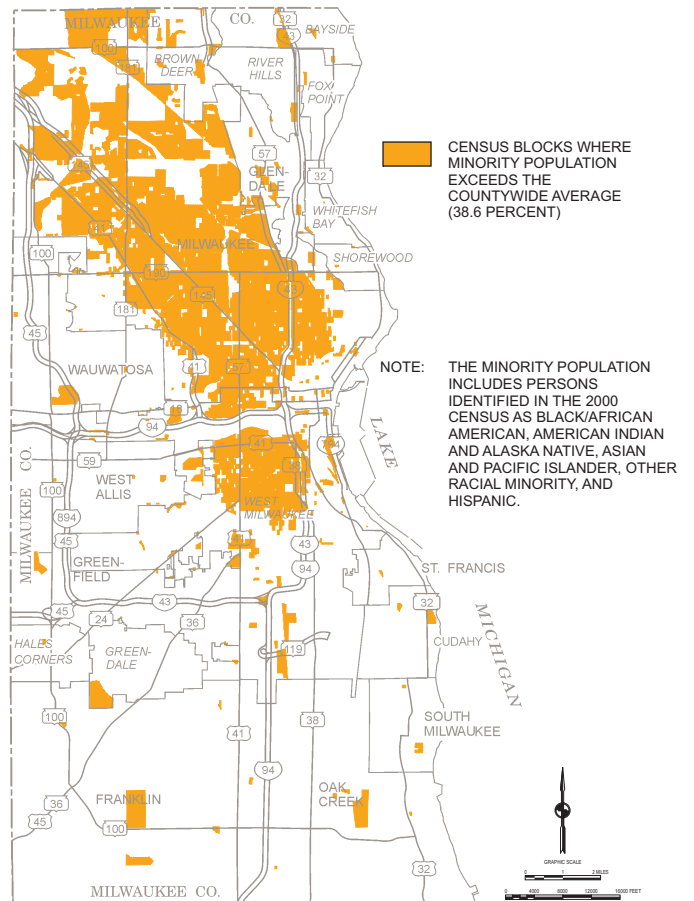
Map 1

**TRANSIT-DEPENDENT POPULATIONS
IN MILWAUKEE COUNTY: 2000**



Map 2

**MINORITY POPULATION IN
MILWAUKEE COUNTY : 2000**



Source: U.S. Bureau of the Census and SEWRPC.

Source: U.S. Bureau of the Census and SEWRPC.

Employment

Total employment in Milwaukee County has increased by about 17 percent from 1960 to 2003, a much lower rate of growth than in adjacent Ozaukee, Washington, and Waukesha Counties, where the number of jobs increased by 550 percent during the same period. The significant job growth in bordering counties and in the northern, western, and southern portions of Milwaukee County has led to the creation of new transit services, largely sponsored and funded by Waukesha and Ozaukee Counties, designed to connect Milwaukee County residents to jobs.

Land Use

Research on transit-supportive land uses indicates that fixed-route bus service may be supported by employment densities of at least four jobs per acre and residential densities of at least seven dwelling units per acre. Areas with transit-supportive residential and/or employment density can be found throughout Milwaukee County, except for the far southern portion, as shown on Map 3.

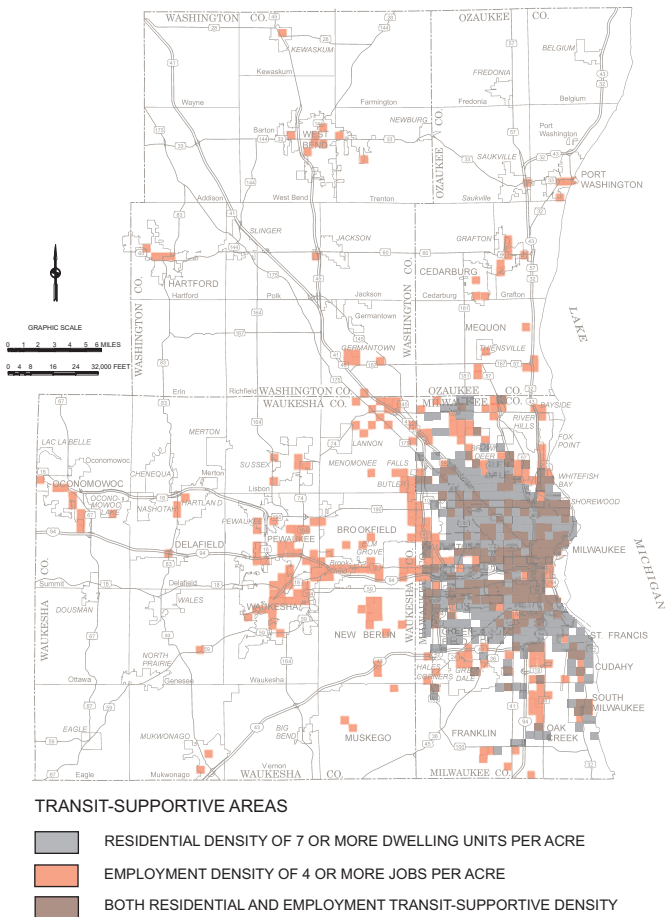
Most Milwaukee-area major activity centers for medical, school, shopping, government, recreation and intercity rail and bus passenger transport are located within Milwaukee County. Many of these centers therefore, are currently served by the Milwaukee County Transit System. However, the major activity centers related to employment (large employers and major office and industrial parks) are widely dispersed throughout the four-county Milwaukee area, as displayed on Map 4. Of the 134 Milwaukee area employers with 500 or more employees, 48 are located in surrounding Ozaukee, Washington, or Waukesha County. Of the 89 major office and industrial parks identified in the Milwaukee area, 64 are located in the surrounding counties.

Travel Habits and Patterns

Travel surveys undertaken by the Regional Planning Commission indicate that average weekday total intra-county person trips—those made entirely within Milwaukee County—increased by about 14 percent from 1963 to 2001. Inter-county trips—those made between

Map 3

TRANSIT-SUPPORTIVE AREAS IN THE MILWAUKEE AREA: 2000



Source: SEWRPC.

Milwaukee County and one of the other six counties in the Southeastern Wisconsin Region—increased by about 210 percent from 1963 to 2001. Despite the large increase in inter-county trips, the large majority (77 percent) of all Milwaukee County person trips in 2001 were made entirely within the County. Of the inter-county trips, those made between Milwaukee and Waukesha County accounted for about two-thirds of all the Milwaukee County inter-county person trips in 2001, as shown on Map 5. A majority of the trips made between Milwaukee and Waukesha counties occurred between central Milwaukee County and eastern Waukesha County.

EXISTING TRANSIT SYSTEM

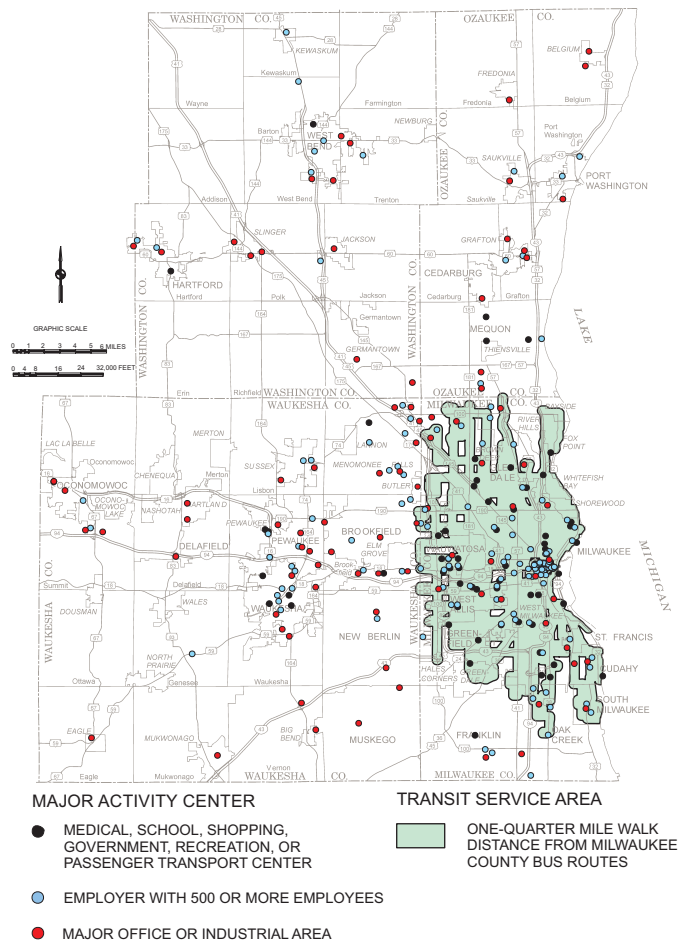
The following section describes the Milwaukee County Transit System's fixed-route and demand responsive services, fares, ridership, and costs.

Fixed Route Bus Service and Fares

The fixed-route bus service provided by the Milwaukee

Map 4

MAJOR ACTIVITY CENTERS IN THE MILWAUKEE AREA IN RELATION TO THE MILWAUKEE COUNTY TRANSIT SYSTEM SERVICE AREA: FALL 2004



Source: SEWRPC.

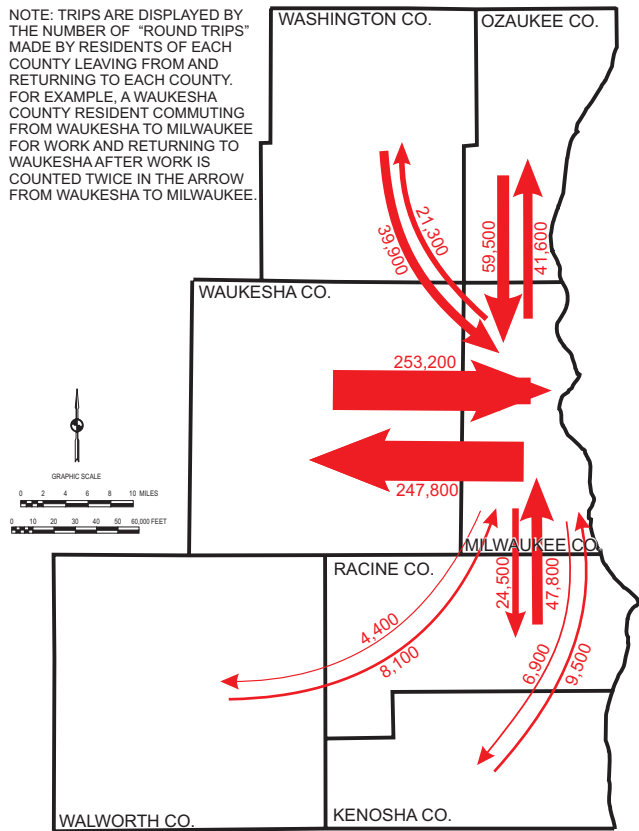
County Transit System is illustrated on Map 6. The regular transit services provided by the system include:

- Freeway flyer service, which consists of nine high speed direct routes between downtown Milwaukee and outlying residential areas or park-ride lots in the County. Service is provided only during weekday morning and afternoon peak periods;
- Regular local and shuttle bus service, which consists of 31 local and shuttle routes operated over arterial and collector streets with frequent stops; and
- Special school day bus services, including nine high school and middle school routes and three UBUS routes. The UBUS routes operate over freeways and arterial streets between outlying areas and park-ride lots to and from the University of Wisconsin-Milwaukee campus.

Map 5

DISTRIBUTION OF AVERAGE WEEKDAY INTERCOUNTY PERSON TRIPS BETWEEN MILWAUKEE COUNTY AND SURROUNDING COUNTIES: 2001

NOTE: TRIPS ARE DISPLAYED BY THE NUMBER OF "ROUND TRIPS" MADE BY RESIDENTS OF EACH COUNTY LEAVING FROM AND RETURNING TO EACH COUNTY. FOR EXAMPLE, A WAUKESHA COUNTY RESIDENT COMMUTING FROM WAUKESHA TO MILWAUKEE FOR WORK AND RETURNING TO WAUKESHA AFTER WORK IS COUNTED TWICE IN THE ARROW FROM WAUKESHA TO MILWAUKEE.



ONLY TRAVEL BETWEEN MILWAUKEE COUNTY AND SURROUNDING COUNTIES IS DEPICTED, REPRESENTING APPROXIMATELY 764,500 PERSON TRIPS. APPROXIMATELY 2.5 MILLION PERSON TRIPS WERE MADE BY RESIDENTS OF MILWAUKEE COUNTY ENTIRELY WITHIN MILWAUKEE COUNTY ON AN AVERAGE WEEKDAY.

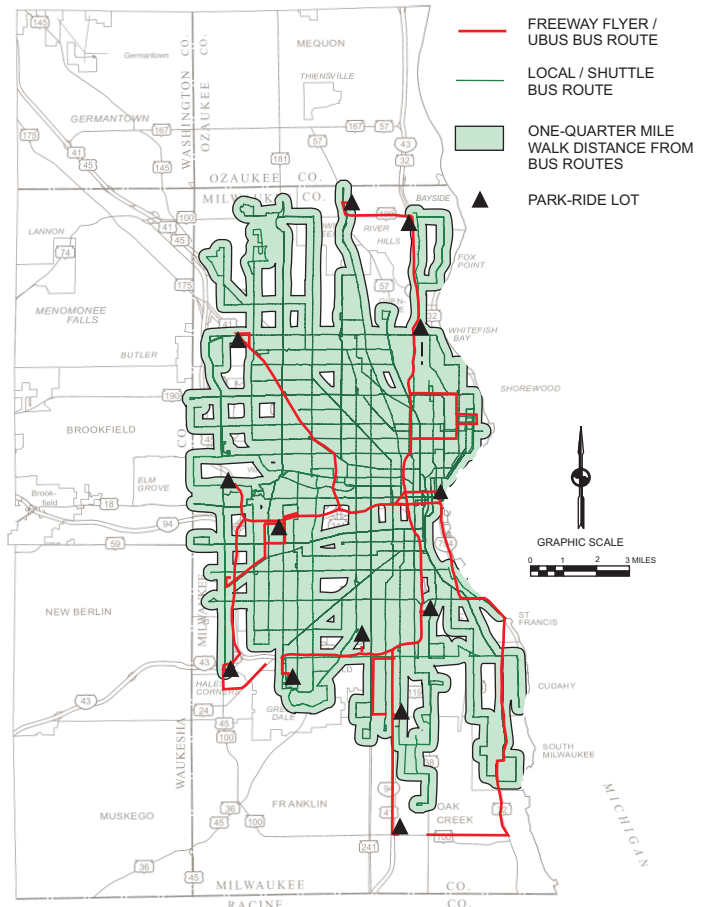
THE COUNT INCLUDES TRIPS FOR WORK, SCHOOL, SHOPPING, AND OTHER PURPOSES.

Source: SEWRPC.

The routes of the transit system also connect with other bus routes sponsored by other local governments in southeastern Wisconsin (see Map 7). Some of these routes provide reverse commute service that Milwaukee County residents can use to access jobs and major activity centers outside Milwaukee County, including Milwaukee County Transit System routes funded by Ozaukee and Waukesha Counties (Route No. 143 and Route Nos. 8, 9, and 10 west of the Milwaukee-Waukesha County line); routes operated by Wisconsin Coach Lines, Inc. and the Waukesha Metro Transit System funded by Waukesha County and/or the City of Waukesha. There are also connecting bus routes sponsored by other local governments which do not provide for reverse commute travel, including the Kenosha-Racine-Milwaukee service sponsored by the City of Racine; the West Bend-Milwaukee service sponsored by Washington County; and the Oconomowoc-Milwaukee, Mukwonago-Milwaukee, and Menomonee Falls - Milwaukee services sponsored by Waukesha County.

Map 6

EXISTING PUBLIC TRANSIT SERVICE PROVIDED BY THE MILWAUKEE COUNTY TRANSIT SYSTEM: FALL 2006



Source: SEWRPC.

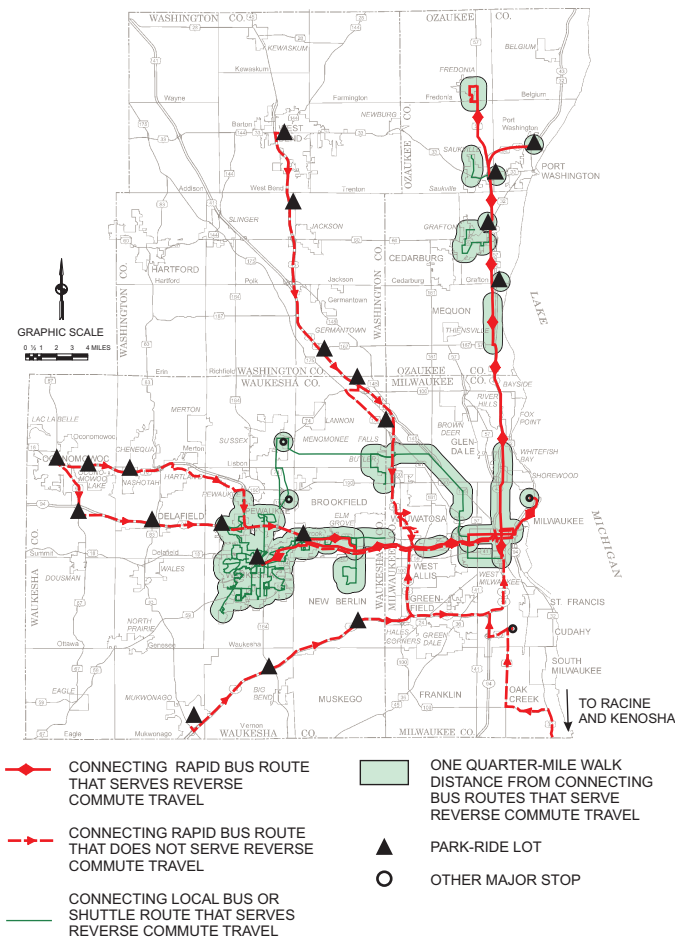
In 2006, the base adult cash fare was \$1.75 for local routes and \$2.25 for freeway flyer routes. Elderly and disabled individuals paid reduced fares of \$0.85, and students paid \$1.30. Tickets and passes were available at a discount from cash fares.

Transit Plus

The transit system also provides Transit Plus paratransit service throughout Milwaukee County for disabled individuals who are unable to use the fixed-route bus service. Transit Plus provides curb-to-curb taxicab service for ambulatory disabled individuals, and door-to-door van service for disabled individuals who require an accessible vehicle and/or some driver assistance. Transit Plus is available during the same periods as the Milwaukee County Transit System fixed-route bus service. Disabled individuals can also use the accessible bus service provided on all regular routes of the transit system.

Map 7

CONNECTING BUS SERVICES PROVIDED BY OTHER TRANSIT OPERATORS OUTSIDE MILWAUKEE COUNTY: FALL 2006



Source: SEWRPC.

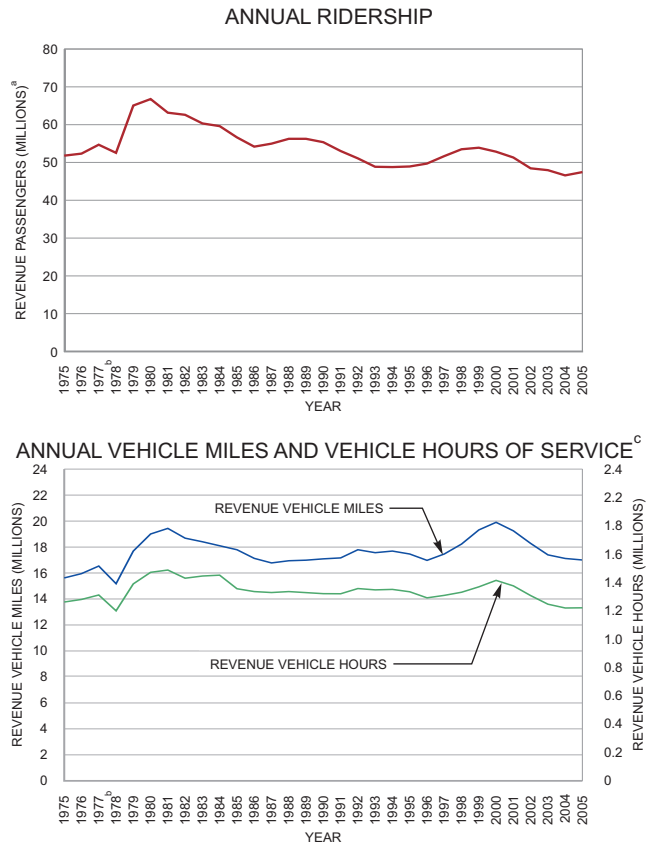
Ridership and Service Levels

Transit ridership is highly linked with the level of service provided, such as hours of operation, and frequency of service. Vehicle miles and vehicle hours of bus service are commonly used to measure the total service level provided by a transit system. Figure 1 shows historic ridership and service levels for the Milwaukee County Transit System. Transit ridership increased from 1975 through 1980—a period of major transit service improvement and expansion and increasing price of motor fuel. In most of the 14 years that followed, ridership and service declined. Then, from 1995 through 1999, expanded service and new bus pass programs contributed to increased ridership. Since the year 2000, the transit system has cut annual vehicle miles by 17 percent and annual vehicle hours by 16 percent; increased adult cash fares twice; and raised the price of weekly passes four times. Ridership on the bus system declined by 12 percent between 2000 and 2005.

Several factors have contributed to the general decline of ridership on the transit system since the early 1980's.

Figure 1

ANNUAL RIDERSHIP AND SERVICE LEVELS FOR FIXED-ROUTE BUS SERVICE PROVIDED BY THE MILWAUKEE COUNTY TRANSIT SYSTEM: 1975-2005



^a Ridership data for 1975 through 1977 have been adjusted to include passengers using a weekly pass to transfer to make the ridership comparable to that reported from 1978 to the present.

^b Ridership and service data for 1978 reflect less than 12 months of operation due to a bus operator's strike.

^c Service data for 1975 through 1984 have been adjusted to remove deadhead vehicle miles and vehicle hours to make the service comparable to that reported from 1985 to the present.

Source: Milwaukee County Transit System and SEWRPC.

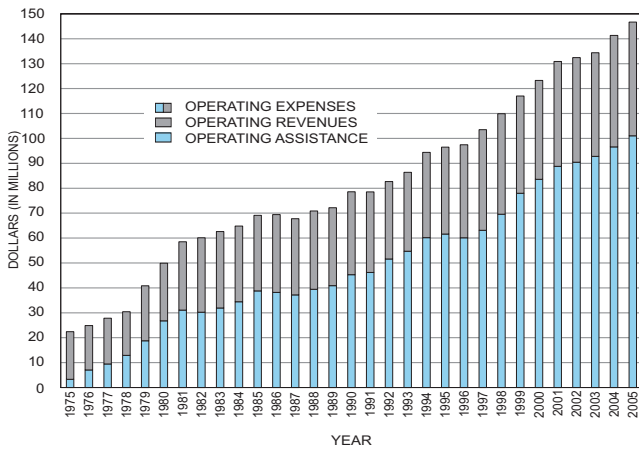
These factors include the drop in population in Milwaukee County, the decline in residential and employment density, and an increase in automobile ownership and use. Fare increases and service reductions implemented by the transit system during the period also resulted in drops in ridership. Finally, a lack of funding has contributed to the inability to significantly expand transit to better serve Milwaukee County and more of the metropolitan area, provide faster service with more express and rapid routes, and increase service frequencies to make it reasonably convenient and attractive to use transit.

About 45 percent of the travel made on the transit system is to and from work, 25 percent to and from school, 10 percent for shopping, and the other 20 percent for medical, social, recreational, and other purposes.

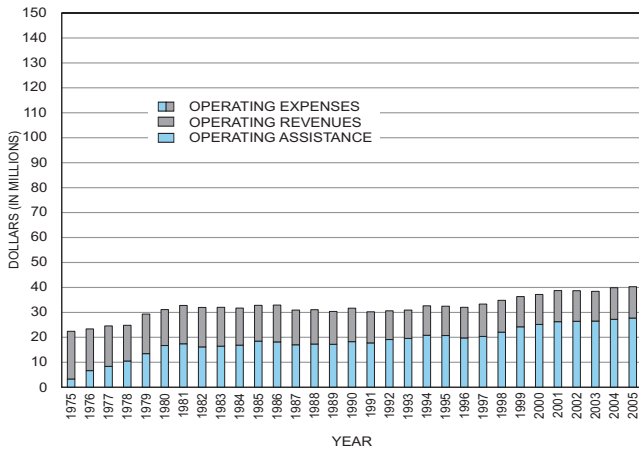
Figure 2

ANNUAL OPERATING EXPENSES, OPERATING REVENUES, AND OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: 1975-2005

ACTUAL DOLLARS



CONSTANT 1975 DOLLARS



Source: Milwaukee County Department of Public Works, Milwaukee County Transit System and SEWRPC.

Operating and Capital Costs

Total operating expenses for the transit system have risen since the system began public operation in 1975, as displayed in Figure 2. The increase in operating expenses since 1990 reflects the bus service expansion between 1995 and 2000, and changes to the paratransit service to comply with Federal ADA service requirements. Over the past five years, fares and other miscellaneous operating revenue paid for about 32 percent of the average annual operating expenditures for the combined bus and paratransit system, and about 12 percent was provided by Federal transit funding; 43 percent by State transit funding, and 13 percent by County funds generated through local property taxes. The transit system is heavily dependent on State funding, with the State providing about 63 percent of all Milwaukee County Transit System public operating funding. In those same budgets, about 80 percent of capital expenditures came from Federal transit capital assistance programs, and the remaining 20 percent came from Milwaukee County.

Milwaukee County increased the amount of Federal transit assistance funds used by the system for funding operating expenditures from 2001 to 2005. This increase was possible because the transit system had not fully spent Federal Transit Administration (FTA) Section 5307 transit assistance funds it had been allocated in previous years, and those unspent funds were still available to Milwaukee County. The transit system has used these carryover Section 5307 funds, intended principally for capital projects, to limit the need for increases in County tax levy funding, fare hikes, and service reductions. As the County increased its use of these funds, the balance, or “bank”, of these funds decreased from about \$37 million at the beginning of 2001 to about \$12 million at the beginning of 2006.

SERVICE OBJECTIVES AND STANDARDS

The Advisory Committee adopted the following five transit service objectives to provide a basis for assessing the performance of the transit system, identifying unmet transit service needs, and designing and recommending improvements:

1. The public transit system should effectively serve the existing land use pattern and support the implementation of planned land uses, meeting the demand and need for transit services, and particularly the needs of the transit-dependent population;
2. The transit system should promote effective utilization of transit service and operate service that is reliable and provides for user convenience and comfort;
3. The transit system should promote the safety and security of its passengers, operating equipment and facilities, and personnel;
4. The public transit system should promote efficiency in the total transportation system; and
5. The public transit system should be economical and efficient, meeting all other objectives at the lowest possible cost.

Each of the above transit service objectives is supported by a planning principle and a set of standards intended to quantify the achievement of each objective. For example, the service standards specify:

- The land uses which should be connected and served by public transit, based on their density and type and size of activity center;
- The desirable hours of service operation;

Table 1

COMPARISON OF RIDERSHIP AND FINANCIAL PERFORMANCE INDICATORS BETWEEN THE MILWAUKEE COUNTY TRANSIT SYSTEM AND PEER GROUP: 2000

Performance Measure ^b	Operating Data ^a					
	Milwaukee County Transit System	Peer Group Descriptive Statistics				Milwaukee County Transit System Rank ^c
		Minimum	Average	Maximum		
Service Effectiveness						
Passengers per Capita	71.2	13.9	30.4	48.0	1	
Passengers per Revenue Vehicle Mile	3.5	1.7	2.3	3.1	1	
Passengers per Revenue Vehicle Hour	45.5	25.3	30.7	41.2	1	
Service Efficiency						
Operating Expense per Revenue Vehicle Mile	\$ 5.35	\$ 4.89	\$ 6.32	\$ 8.72	5	
Operating Expense per Revenue Vehicle Hour	\$69.41	\$63.56	\$85.52	\$102.04	3	
Cost Effectiveness						
Operating Expense per Passenger	\$ 1.52	\$ 2.30	\$ 2.81	\$ 3.44	1	
Total Operating Assistance per Passenger	\$ 1.01	\$ 1.49	\$ 2.22	\$ 2.81	1	
Farebox Recovery Rate for All Service	33.8	15.2	21.5	35.0	2	

^a Based on data obtained from the Federal Transit Administration National Transit Database for 2000, published in the Wisconsin Department of Transportation's Transit System Management Performance Audit of the Milwaukee County System, August 2002.

^b Key performance indicators were developed based on information reported by thirteen other urban bus systems selected in the Performance Audit.

^c Rank of 1 is best, 14 is worst.

Source: Wisconsin Department of Transportation and SEWRPC.

- The desirable frequency of transit service; and,
- The comparability of travel time by transit to that by automobile.

EVALUATION OF EXISTING TRANSIT SYSTEM AND IDENTIFICATION OF UNMET NEEDS

Using the transit service objectives and standards, a systemwide and route-by-route evaluation of the Milwaukee County Transit System was conducted. The evaluation identified areas of excellent performance of the transit system, as well as areas of travel needs not being met by the transit system. Milwaukee County Transit System has excellent performance with respect to area within Milwaukee County served, bus loading standards, and on-time performance.

- The Milwaukee County Transit System has excellent overall coverage of residential areas and employment in Milwaukee County. About 90.5 percent of the total County population resides within convenient walking distance of the existing transit system. Virtually all of the census block groups with concentrations of transit-dependent persons and census tracts with above-average minority populations within the County are within a one-quarter mile walk of the system routes. About 94 percent of the jobs in the County are within a one-quarter mile walk of the system.

- Activity centers and transit-supportive land areas are served well within the County. In total, 81 of the 86 major employers, 22 of the 25 office and industrial parks, and 68 of the 70 other activity centers were served by existing transit system routes, as was shown on Map 4. The majority of the transit-supportive areas in Milwaukee County—areas with the residential and employment densities considered necessary to support fixed-route bus service—are served by the local routes of the Milwaukee County Transit System.
- The transit system generally does not experience overcrowding on buses, that is, there is a seat for every passenger on freeway flyers and there are no more than four passengers for every three seats on nearly all local bus routes at peak periods. There are only limited problems during weekday peak hours when student transit use overlaps with that of the general public.
- Bus on-time performance is excellent, with 90 percent or greater on-time service.
- Of the 31 local routes, 26 meet or exceed the performance standard for route effectiveness (which is defined as 22 boarding passengers per revenue bus hour for weekday service). These routes serve areas with high concentrations of minority and transit-dependent populations, operate for more than 20 hours on weekdays, and offer the most frequent service. On weekends, 25 routes exceed the route effectiveness performance standards defined for Saturday (15 passengers per bus hour) and Sunday (10 passengers per bus hour).

Comparison to Peer Transit Systems Nationwide

A management performance audit of the Milwaukee County Transit System was completed by the Wisconsin Department of Transportation (WisDOT) in 2003. The performance audit compared the Milwaukee County Transit System to a peer group of 13 similar transit systems in the United States. The peer transit systems all operated within metropolitan areas with populations similar to Milwaukee County, were located in a northern climate, and had a similar bus fleet size. The peer comparison concluded that the Milwaukee County Transit System outperformed its peers for all measures of ridership and financial performance, as shown in Table 1. While noting the exceptional performance of the Milwaukee County Transit System, the audit referred to the service reductions which were implemented since 2000, principally due to budgetary constraints, and warned that further transit system reductions could potentially damage the system's performance.

Unmet Transit Service Needs

While Milwaukee County Transit System performs well in many areas, and compared to peer transit systems is very efficient and effective, the transit system does not fully meet all transit service needs of Milwaukee County residents. The unmet needs fall into four specific areas: service area, hours of operation, service frequency, and transit travel times. In addition, there is limited transit service connecting Milwaukee County residents to outlying counties. The Milwaukee County Transit System has in the past implemented service improvements which addressed at least in part these unmet needs—service area, hours of operation, and service frequency—but service reductions of recent years have eliminated these service improvements. Service improvements to meet these unmet needs generally are less efficient and effective than existing base transit service.

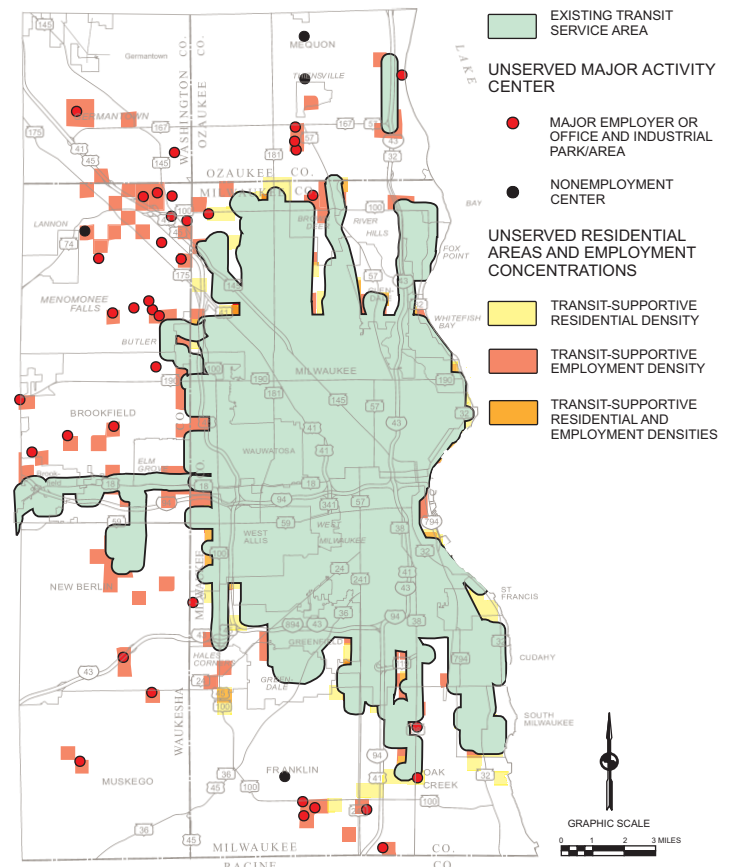
Areas Not Served. Some areas in the western, southern, northwest and northeast portions of Milwaukee County with transit-supportive residential and employment densities and/or major activity centers are not served at all by the routes of the transit system. Map 8 shows these areas which are not served by transit.

Inadequate Service Hours. On weekdays, 25 of the 31 local routes meet the desirable standard for service hours of 20 hours of service. Freeway flyers do not meet this standard, as they operate only during weekday peak periods, with no midday or evening service. Transit service provided for less than 16 hours a day does not permit travel for the starting and ending times of all work shifts, specifically second and third shifts. There are also large areas served by routes not meeting the desirable 20 hours of service on weekends: only 14 out of 31 local routes meet that standard on Saturday, and only 9 out of 30 routes meet it on Sunday. Moreover, portions of some routes have no service on weekends.

Inadequate Frequency of Service. The Milwaukee County Transit System relies upon a grid system of local routes where transfers between one or more routes are generally required to complete a trip by public transit. The frequency of service on the routes directly affects the convenience of transferring, with longer headways between buses increasing transfer wait times, making service inconvenient and discouraging use. Most local routes do not meet the desirable headway service standards during peak hours. During weekday peak periods, less than 30 percent of the County population, and less than 37 percent of the jobs in the County, are served by routes with desirable headways of 10 minutes or less, as shown in Table 2. During weekday off-peak periods, about 60 percent of the County population and jobs are served by routes and route segments with desirable headways of 20

Map 8

AREAS WITH UNMET TRANSIT SERVICE NEEDS FOR MILWAUKEE COUNTY RESIDENTS WITH RESPECT TO LOCAL TRANSIT SERVICE AREA COVERAGE: 2005



Source: SEWRPC.

minutes or less. No freeway flyer or UBUS routes have headways that conform with desirable headways. The low service frequency is largely the result of the service reductions which have occurred over the past five years.

Lengthy Transit Travel Times. Transit travel time is generally between two and four times more than automobile travel time for comparable trips. Ratios of transit-to-automobile travel times between selected locations within the County are displayed on Map 9. The lengthy transit travel time stems from a combination of factors: local bus routes with low overall operating speeds providing the majority of transit service in the system; the lack of transportation system management tools—traffic signal priority and reserved lanes—to increase bus travel speeds; and service cuts enacted since 2000 that increased operating headways and eliminated routes and route segments.

Table 2
MILWAUKEE COUNTY POPULATION AND
EMPLOYMENT WITHIN A QUARTER-MILE DISTANCE
OF LOCAL/SHUTTLE ROUTES OPERATING WITH
DESIRABLE HEADWAYS: 2004

Area	Population		Employment	
	Number	Percent of Total County Population	Number	Percent of Total County Employment
Milwaukee County	940,200	100.0	624,600	100.0
Within a Quarter-Mile Distance of All Routes	850,900	90.5	587,100	94.0
Within a Quarter-Mile Distance of Routes Operating with Desirable Headways*				
Morning Peak Period	213,100	22.7	219,800	35.2
Midday Period	583,800	62.1	385,500	61.7
Afternoon Peak Period.....	277,100	29.5	232,400	37.2
Early Evening Period.....	418,400	44.5	308,800	49.4
Late Night Period.....	383,600	40.8	270,600	43.3

*Service Design Standard 8 of Objective 2 indicates that it is highly desirable to have the local routes of the transit system operate on weekdays with headways of no more than 10 minutes during peak periods and 20 minutes during all off-peak periods.

Source: SEWRPC.

Limited Service Connecting Milwaukee County Residents to Outlying Counties. The unmet needs of County residents for travel between Milwaukee County and the other surrounding counties of Southeastern Wisconsin include:

- **Lack of Service:** Many major activity centers and significant job concentrations outside Milwaukee County do not have public transit service connecting to Milwaukee County residents, as shown on Map 8.
- **Limited Service Hours and Frequency:** The transit services currently available to connect Milwaukee County residents with jobs and activity centers in the surrounding counties with rare exception have limited weekday service hours and are operated with infrequent trips.
- **Lengthy Travel Times:** Transit service connecting Milwaukee County residents with surrounding counties in many cases involves slower local bus service, and/or requires use of a connecting local bus route in Milwaukee County.
- **Transit Fares:** While discounted fares for passengers transferring between the different transit systems are offered, the discounts and transfer arrangements are not uniform among all the transit services connecting with the Milwaukee County Transit System.

The lack of a regional transit authority and adequate transit funding has hindered the implementation of service connecting Milwaukee County residents to the other counties of Southeastern Wisconsin.

POTENTIAL FUTURE DIRECTION OF MILWAUKEE COUNTY TRANSIT SYSTEM

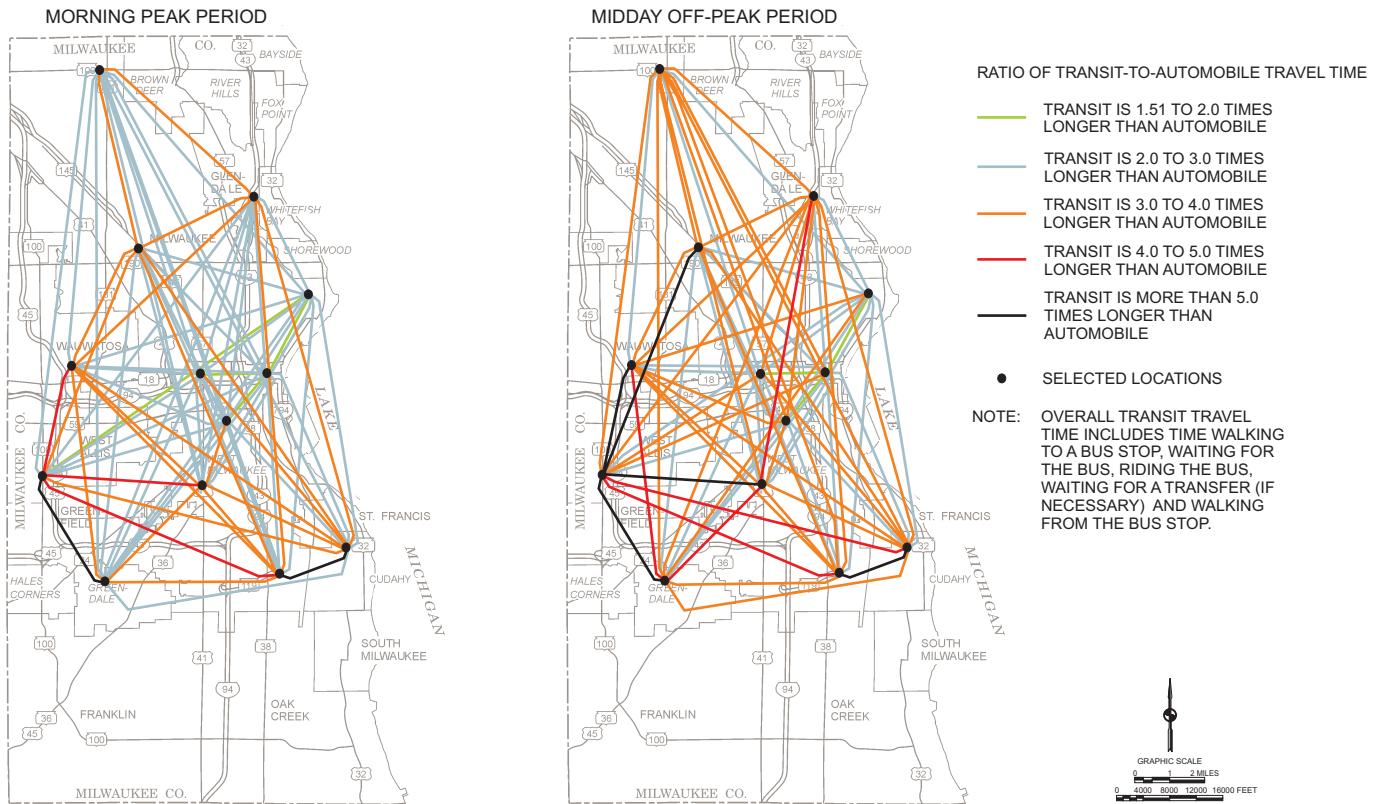
Since 2001, the Milwaukee County Transit System has implemented significant service reductions and fare increases. While some of these past actions may have been related to considerations of transit service efficiency and effectiveness, most were due to limits in State and Milwaukee County operating funding. The transit system is heavily dependent on state funding, and the State has historically provided about 65 to 70 percent of the necessary transit system public operating funding. However, between 2000 and 2005, the State only increased operating assistance funding by less than 1.5 percent on an average annual basis—not enough to keep up with inflation. As described previously, Milwaukee County had a balance of unspent Federal funds, which are intended for capital project funding, but may be used for certain elements of operating funding such as maintenance of capital equipment. Using those funds, Milwaukee County increased Federal operating funding of the transit system by over 80 percent from 2000 to 2005 (even though the annual amount of such Federal funds allocated to Milwaukee County over this same period did not increase). Meanwhile, due to a difficult budget period, Milwaukee County funding of the transit system remained about the same from 2000 to 2005. The substantial increase in Federal funding was unable to offset the marginal increases in State transit funding and the stagnant Milwaukee County transit funding. As a result, between 2000 and 2005, the transit system had to reduce service by 15 percent and increase fares by 17 to 30 percent.

Looking to the future, Milwaukee County's balance of unspent FTA funds maybe expected to be depleted by 2009. Without renewed increases in State transit assistance funds and Milwaukee County funding, severe cuts in service and higher fares may be expected by the year 2010, resulting in a significantly smaller transit system that serves less County population and employment, operates with shorter service hours and with less frequent service, costs more to use for those who must rely on it as their primary means of transportation, and offers less an alternative mode of travel to the automobile.

If State transit operating assistance only increases at about 2 percent per year, and the County property tax levy for MCTS bus and paratransit services is held to 2005 levels, the transit system would need to reduce total vehicle hours of service by about 35 percent by the year 2010. To illustrate what this forecast 35 percent reduction could mean, two service reduction options were developed by the transit system and are identified in Table 3. Option A would cut service hours and eliminate some local routes; Option B would maintain service hours but eliminate more local routes; and both options would also eliminate all freeway flyer and UBUS routes. The options clearly indicate the magnitude of the service and funding problems facing the Milwaukee County Transit System.

Map 9

RATIOS OF OVERALL TRANSIT TRAVEL TIMES TO OVERALL AUTOMOBILE TRAVEL TIMES BETWEEN SELECTED LOCATIONS FOR WEEKDAY MORNING AND MIDDAY PERIODS: 2005 ESTIMATED



Source: SEWRPC.

The projections demonstrate the need for the State to return to increasing transit funding sufficient to address transit cost inflation, and for the provision of a dedicated source of local funding for transit to replace Milwaukee County property tax dollars.

SUMMARY

The transit development plan so far demonstrates that the Milwaukee County Transit System outperforms comparable transit systems in terms of ridership and financial performance, and does well at serving population, employment, and activity centers within Milwaukee County. However, there are several areas where the system has deficiencies, including some areas not served within Milwaukee County, limited service hours, lengthy travel times, and limited connections to outlying counties.

Financially, the transit system faces problems. Due to its heavy dependence on State transit operating funds that have not increased with inflation, and the lack of an increase in County property tax levy going to transit, the system has reduced service, increased fares, and used Federal funds intended for capital improvements to pay for operating expenses. Without renewed increases in State transit assistance funds sufficient to address cost inflation and the creation of a dedicated local source of operating funds, the transit system may need to cut service by up to another 35 percent by the year 2010.

Table 3

EXAMPLES OF SERVICE REDUCTIONS NEEDED BY THE YEAR 2010, ASSUMING CONTINUED USE OF PROPERTY TAXES TO FUND THE LOCAL SHARE OF MILWAUKEE COUNTY TRANSIT SYSTEM OPERATING COSTS

Description	Estimated Reduction in Annual Vehicle Hours of Service	Percent of 2005 Annual Vehicle Hours of Service
Option A		
• Eliminate all freeway flyer and UBUS routes	64,000	4
• Eliminate all bus service after 10:00 p.m. on weekdays and Saturdays; limit Sunday Service to between 9:00 a.m. and 6:00 p.m. ^a	168,000	12
• Eliminate 7 local routes and cutback or restructure service on 17 additional local routes	<u>286,000</u>	<u>20</u>
Total Reduction	518,000	36
Option B		
• Eliminate all freeway flyer and UBUS routes	64,000	4
• Eliminate 10 local routes and cutback or restructure service on 14 additional local routes	<u>460,000</u>	<u>33</u>
Total Reduction	524,000	37

^aElimination of bus service during these periods would also permit reductions in paratransit service.

Source: Milwaukee County Transit System and SEWRPC.

NEXT STEPS IN THE STUDY PROCESS

The next steps in the transit development plan are to obtain public comment on the work performed to date, and to consider that comment in the development of possible alternatives and potential recommended operating and capital improvements for the transit system over the next five years. The following are the key remaining steps, and when each is expected to be completed:

- First series of public meetings – February/March 2007.
- Development of alternatives and preliminary recommendations for operating and capital improvements, and associated costs – Spring 2007.
- Second series of public meetings – Spring 2007.
- Development of recommended transit development plan – Spring/Summer 2007.

ADDITIONAL INFORMATION

An electronic version of this newsletter, study report chapters, meeting minutes, public meeting notices, and all other project materials are available at www.sewrpc.org/milwcotdp. More information can be obtained by contacting:

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PLAN DE DESARROLLO DEL SISTEMA DE TRANSPORTE DEL CONDADO DE MILWAUKEE: 2007-2011



Folleto 1

Febrero 2007

SUMARIO

A petición del Condado de Milwaukee, La Comisión Regional de Planeación del Sureste de Wisconsin, junto con el Sistema de Transporte del Condado de Milwaukee y el Departamento de Transportación y Trabajos Públicos del Condado de Milwaukee, están preparando un plan de desarrollo del sistema de transporte a corto plazo para el Sistema de Transporte del Condado de Milwaukee para el período 2007-2011. Trabajo del plan que a la fecha se ha terminado incluye una revisión de patrones de población, empleos, uso de la tierra, y transporte en el Condado de Milwaukee y los cuatro-condados del área metropolitana de Milwaukee; revisión del sistema existente de transporte y tendencias en su operación; definición de los objetivos de transporte y estándares para evaluar el funcionamiento del sistema; evaluación del sistema de transporte y funcionamiento de rutas e identificación de las necesidades de transporte no satisfechas para los residentes del Condado de Milwaukee; revisión de una comparación del Sistema de Transporte del Condado de Milwaukee a otros sistemas de transporte similares; y evaluación de la condición financiera futura del sistema. Después de obtener comentarios del público sobre el trabajo ya terminado a la fecha y respondiendo a los comentarios que sean recibidos, los elementos restantes del plan serán terminados, incluyendo el desarrollo de recomendaciones de operación y mejoras de instalaciones y equipo para ser implementados a través de los siguientes 5 años.

El plan de desarrollo de transporte a corto plazo ha encontrado a la fecha los siguientes resultados importantes:

- El Sistema de Transporte del Condado de Milwaukee funciona significativamente mejor que sistemas de transporte a nivel nacional similares con respecto a la eficiencia y efectividad del servicio.
- Dentro del Condado de Milwaukee, el Sistema de Transporte del Condado de Milwaukee ofrece una cobertura excelente de áreas residenciales, lugares de empleo, y principales centros de actividades.
- Aún cuando el sistema de transporte ofrece excelente cobertura en servicio dentro del Condado de Milwaukee, el sistema de transporte tiene deficiencias con respecto al horario limitado y frecuencia del servicio ofrecido en muchas rutas, particularmente en fines de semanas, y de lentitud en el servicio.
- Servicios de transporte no están disponibles para los residentes del Condado de Milwaukee para transportarse a muchos lugares de trabajos y centros de actividades en los condados de los alrededores, o si está

disponible, el horario y la frecuencia del servicio son muy limitados y los viajes son prolongados.

- El sistema de transporte depende fuertemente de fondos del Estado para su operación, los cuales no se ha mantenido a la par con la inflación en años recientes. El Sistema de Transporte del Condado de Milwaukee ha tenido que aumentar sus tarifas, reducir servicio, y utilizar para su operación cerca de dos tercios del saldo de su "banco" de fondos Federales destinados a cubrir proyectos de instalaciones y equipo.
- Sin un aumento de fondos de asistencia del Estado suficientes para cubrir costos de inflación y el establecimiento de fondos locales dedicados para el transporte público, el sistema de transporte pudiese agotar su "banco" de fondos Federales no usados, y enfrentar la implementación drástica de cortes de servicio—de hasta un 35 por ciento de reducciones de servicio para el año 2010.

JUNTAS PUBLICAS INFORMATIVAS

Los residentes del Condado de Milwaukee tendrán la oportunidad de familiarizarse con el plan de desarrollo de transporte y hacer comentarios acerca del trabajo hecho hasta la fecha en las juntas públicas informativas programados para Febrero y Marzo. Los comentarios guiarán el desarrollo de alternativas y recomendaciones potenciales para mejoras de operación y de instalaciones y equipo para el sistema de transporte por los siguientes cinco años.

Las fechas y ubicaciones de las juntas informativas están listadas abajo. Personal de la Comisión estará disponible en formato de "casa abierta" de 4:30 p.m. a 7:00 p.m. para individualmente constatar preguntas y dar información acerca del plan de desarrollo de transporte. Se hará una presentación breve a las 6:00 p.m. Personas con necesidades especiales deben contactar las oficinas de la Comisión con un mínimo de 72 horas de anticipación para que los arreglos apropiados sean hechos. La información de contactos está en la parte posterior de este folleto.

Fecha	Ubicación
27 de Febrero, 2007	Downtown Transit Center Harbor Lights Room 909 E. Michigan Street
28 de Febrero, 2007	United Community Center Conference Room 1 and 2, 1028 S. 9th Street
1º de Marzo, 2007	HeartLove Place Auditorium 3229 N. Dr. Martin Luther King Jr. Drive

Un buen sistema de transporte público es esencial en el área de Milwaukee:

- Para ofrecer una alternativa necesaria y deseable al automóvil en corredores y áreas de mucho tráfico;
- Para contribuir a la eficiencia en el sistema de transportación incluyendo la reducción del volumen de tráfico y congestión en autopistas y de emisiones de contaminantes y del consumo de energía;
- Para apoyar y motivar desarrollo de alta densidad, lo cual resulta en eficiencias para infraestructura y servicios públicos;
- Para satisfacer las necesidades de transporte de la considerable porción de población (16 por ciento de hogares) sin acceso a un automóvil; y
- Para satisfacer las necesidades de negocios e industrias, fomentando desarrollo económico y aumentando la calidad de vida de los residentes del Condado al ofrecer acceso a trabajos y fuerza laboral y una reducción en gastos de transportación a los hogares, permitiendo así a los hogares ahorros más grandes, otros gastos, y un nivel más alto de vida.

Organización del Estudio

El trabajo en el Plan de Desarrollo del Sistema de Transporte del Condado de Milwaukee está supervisado por el Comité Consultivo de Planeación del Transporte Público del Condado de Milwaukee, cuyos miembros han sido nombrados por el Ejecutivo del Condado de Milwaukee (ver la lista de miembros del comité en ésta página). Después de un cuidadoso estudio y evaluación, el Comité Consultivo propondrá al condado de Milwaukee un plan recomendado de desarrollo del sistema de transporte, identificando las mejoras de operación, de instalaciones y de equipo para el Sistema de Transporte del Condado de Milwaukee, que deberían de ser implementados del año 2007 al 2011. El Comité Consultivo guía al personal técnico en la preparación del plan, incluyendo el diseño y evaluación de mejoras en el transporte y en propuestas de financiamiento.

Cobertura y Area del Estudio

Este plan de desarrollo del sistema de transporte tiene el propósito de ofrecer una evaluación completa de, y los cambios de servicios recomendados tienen el potencial de ser implementados a través de los próximos cinco años para los servicios de autobuses de ruta fija ofrecidos por el Sistema de Transporte del Condado de Milwaukee. El plan no incluirá un análisis completo del funcionamiento de los servicios de transporte de Transit Plus del Condado de Milwaukee para personas discapacitadas. Dado el enfoque del plan a corto plazo de cinco años, el estudio tampoco considerará opciones de servicios que proponen un sistema de transporte de carriles exclusivos.

USO DE LA TIERRA Y PATRONES DE TRANSPORTE

Como parte del plan de desarrollo de transporte, información fue coleccionada y revisada sobre patrones de actual y pasada población, empleos, uso de la tierra, y de transporte en el Condado de Milwaukee. Los siguientes párrafos presentan resultados importantes.

Población

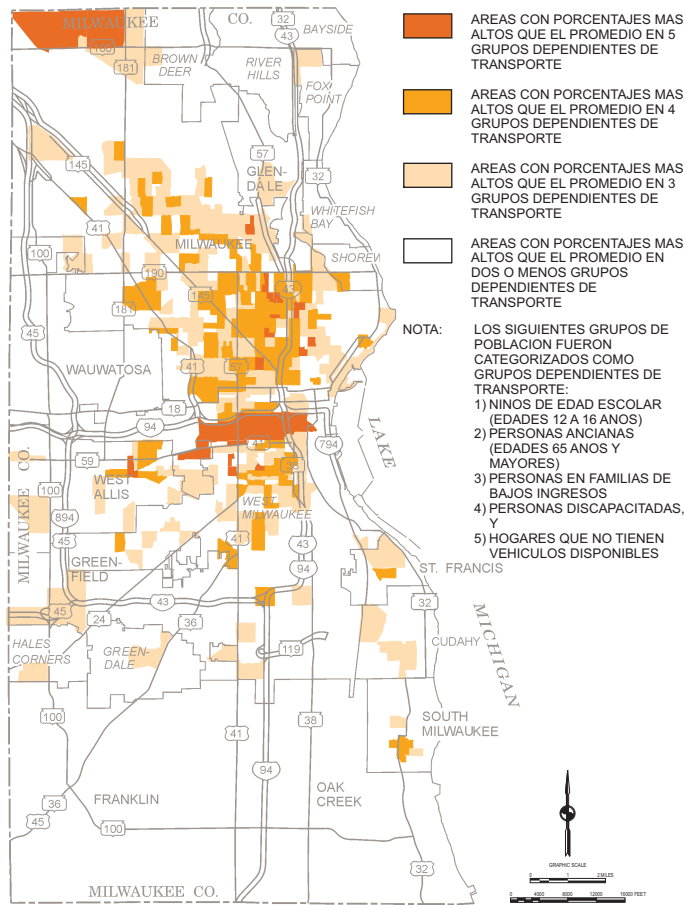
Desde 1960, el total de población residente del Condado de Milwaukee ha disminuido casi un 9 por ciento, mientras que el total de población en los condados adyacentes Ozaukee, Washington, y Waukesha ha aumentado cerca del 138 por ciento. La disminución de población del Condado ha modestamente reducido el tamaño del mercado para servicios de transporte público. Mientras tanto, el tamaño promedio de hogares ha disminuido, resultando en un aumento en el total de hogares del Condado de casi un 21 por ciento.

Cinco grupos de población para los cuales el acceso a automóviles es más limitado que el de la población en conjunto pudieran ser categorizadas como "dependiente de transporte": niños de edades escolares (edades 12-16), personas ancianas (edades 65 y mayores), personas en familias de bajos ingresos, personas discapacitadas, y hogares sin vehículo disponibles. La concentración residencial más alta de personas dependientes de transporte se encuentran en las porciones este-central y noroeste del Condado, como se muestra en el Mapa 1. Esta población dependiente de transporte generalmente coincide con la población minoritaria del Condado de Milwaukee (ver Mapa 2).

COMITÉ CONSULTIVO DE PLANEACIÓN DEL SISTEMA DE TRANSPORTE DEL CONDADO DE MILWAUKEE	
Peter W. Beitzel	Vice Presidente, Comercio Internacional, Transportación, y Desarrollo Empresarial Metropolitan Milwaukee Association of Commerce
Rodney A Clark	Oficinas de Tránsito y Caminos Locales Wisconsin Department of Transportation
Anita Gulotta-Connelly	Directora Interina de Administración, Sistema de Transporte del Condado de Milwaukee
Leticia Keltz	Gerente de Servicios de Apoyo, United Migrant Opportunity Services
Don Natzke	Director, Oficinas para Personas Discapacitadas del Ejecutivo del Condado de Milwaukee
Beth Nichols	Directora Ejecutiva, Downtown Milwaukee Management District (Business Improvement District 21)
Jeffrey S. Polenske	Ingeniero, Ciudad de Milwaukee
Gary Portenier	Coordinador de Planeación de Programas Milwaukee County Department on Aging
Richard Riley	Representante Amalgamated Transit Union, Local 998
Nancy Senn	Administradora de Planeación de Transportación Milwaukee County Department of Transportation and Public Works
James G. White	Supervisor, Condado de Milwaukee

Mapa 1

POBLACION DEPENDIENTE DE TRANSPORTE PUBLICO EN EL CONDADO DE MILWAUKEE: 2000



Fuente: Oficina de los Censos de E.U. y SEWRPC.

Empleos

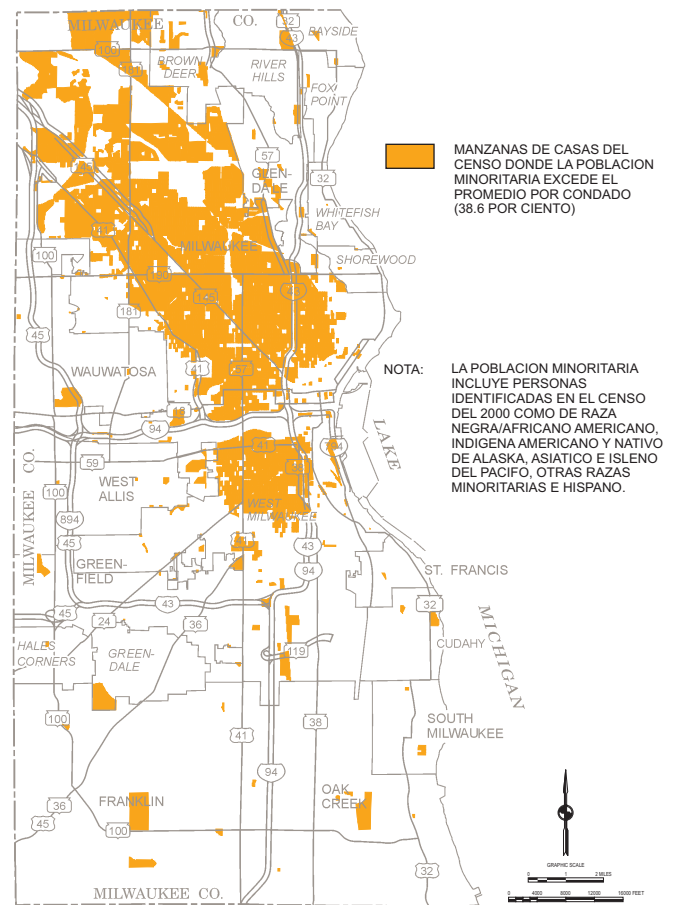
El total de empleos en el Condado de Milwaukee ha aumentado casi un 17 por ciento desde 1960 al 2003, una tasa de crecimiento menor que la de los condados adyacentes de Ozaukee, Washington, y Waukesha, donde el número de trabajos aumentaron por 550 por ciento durante el mismo período. El crecimiento significativo de trabajos en los condados fronterizos y en las porciones del norte, oeste, y sur del Condado de Milwaukee ha permitido la creación de nuevos servicios de transporte, generalmente patrocinados y financiados por los Condados de Waukesha y Ozaukee, designados para conectar los residentes del Condado de Milwaukee con trabajos.

Uso de la Tierra

Investigación en uso de la tierra que apoya transporte público indica que el servicio de autobuses de rutas fijas puede ser apoyado por áreas de densidades de empleos con un mínimo de cuatro trabajos por acre y densidades de áreas residenciales con un mínimo de siete unidades habitacionales por acre. Areas con densidades residencial y/o densidades de empleos que apoyarían transporte público pueden ser localizadas a través del Condado de Milwaukee, excepto por la porción lejana del sur, como se muestra en el Mapa 3.

Mapa 2

POBLACION MINORITARIA EN EL CONDADO DE MILWAUKEE: 2000



Fuente: Oficina de los Censos de E.U. y SEWRPC.

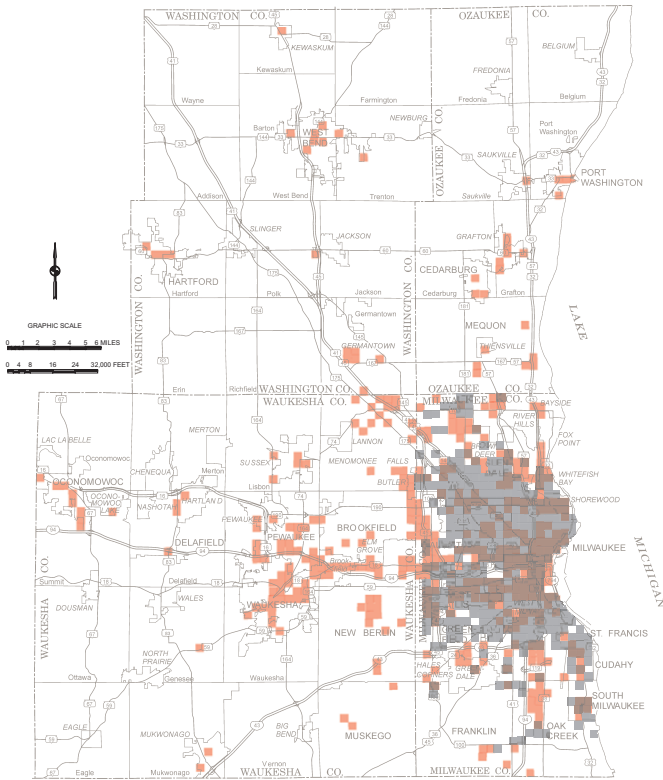
La mayoría de los principales centros de actividades de la región de Milwaukee como centros médicos, escuelas, centros comerciales, oficinas de gobierno, áreas recreacionales, estaciones de ferrocarril y autobuses de pasajeros están localizados dentro del Condado de Milwaukee. Muchos de estos centros, por lo tanto, son actualmente servidos por el Sistema de Transporte del Condado de Milwaukee. Sin embargo, los principales centros de actividades relacionados a empleos (compañías grandes, complejo de oficinas y parques industriales) están ampliamente dispersados a través de los cuatro condados del área de Milwaukee, como se muestra en el Mapa 4. De las 134 compañías del área de Milwaukee con 500 o más empleados, 48 están localizadas en los condados de alrededor Ozaukee, Washington, o Waukesha. De los 89 complejos de oficinas y parques industriales identificados en el área de Milwaukee, 64 están localizados en los condados de alrededor.

Patrones y Hábitos de Transporte

Encuestas de transporte tomadas por la Comisión Regional de Planeación indican que en un día entre semana promedio total de persona-viajes dentro del condado—aquellos viajes hechos totalmente dentro del Condado de Milwaukee—aumentaron

Mapa 3

AREAS QUE APOYAN TRANSPORTE PUBLICO EN EL AREA DE MILWAUKEE: 2000



TIPOS DE AREAS APOYANDO TRANSPORTE PUBLICO

- DE DENSIDAD RESIDENCIAL DE SIETE O MAS UNIDADES POR ACRE
- DE DENSIDAD DE EMPLEOS DE 4 O MAS TRABAJOS POR ACRE
- CONTANDO CON DENSIDAD DE RESIDENCIAS Y EMPLEOS APOYANDO TRANSPORTE PUBLICO

Fuente: SEWRPC.

condados—aquellos hechos entre el Condado de Milwaukee y cualquiera de los otros seis condados en la Región del Sureste de Wisconsin—aumentaron casi un 210 por ciento de 1963 al 2001. A pesar del alto incremento en viajes entre condados, la gran mayoría (77 por ciento) de todos los persona-viajes en el Condado de Milwaukee en el 2001 fueron hechos totalmente dentro del Condado. De los viajes entre condados, aquellos hechos entre los Condados de Milwaukee y Waukesha cuentan casi por dos tercios de todos los viajes de personas entre condados en el 2001, como se muestra en el Mapa 5. La mayoría de los viajes hechos entre los condados de Milwaukee y Waukesha ocurrieron entre el área central del Condado de Milwaukee y el este del Condado de Waukesha.

SISTEMA DE TRANSPORTE EXISTENTE

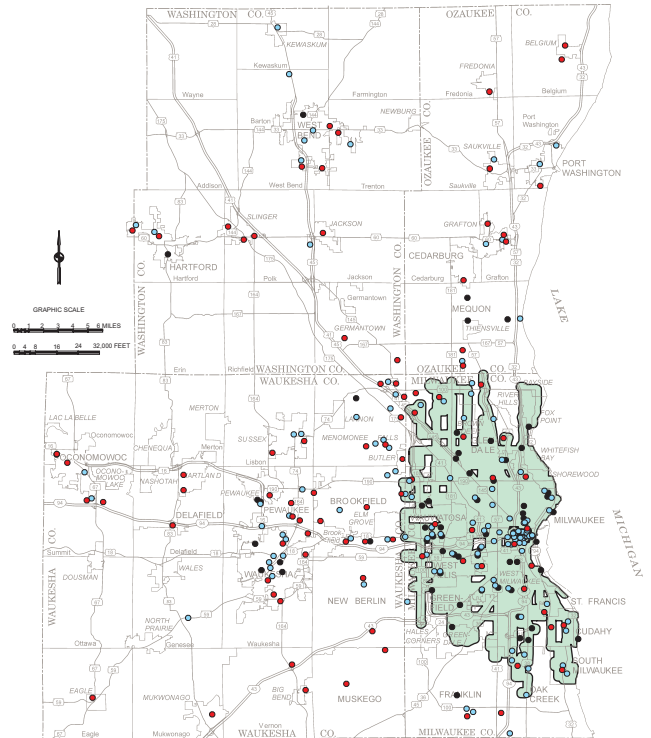
La siguiente sección describe servicios de rutas fijas y de respuesta a demanda, tarifas, viajes, y costos del Sistema de Transporte del Condado de Milwaukee.

Rutas Fijas del Servicio de Autobus y Tarifas

Servicio de autobuses de rutas fijas proporcionado por el Sistema de Transporte del Condado de Milwaukee está ilustrado en el

Mapa 4

PRINCIPALES CENTROS DE ACTIVIDADES EN EL AREA DE MILWAUKEE EN RELACION CON EL AREA SERVIDA POR EL SISTEMA DE TRANSPORTE DEL CONDADO DE MILWAUKEE: OTOÑO DEL 2004



PRINCIPALES CENTROS DE ACTIVIDADES

- MEDICAS, ESCOLARES, COMERCIALES, GUBERNAMENTALES, RECREACIONALES, O CENTROS DE TRANSPORTE DE PASAJEROS
- EMPRESAS CON 500 O MAS EMPLEADOS
- COMPLEJOS DE OFICINAS O AREAS INDUSTRIALES

AREAS DE SERVICIO DE TRANSPORTE

- DISTANCIA CAMINABLE DE UN CUARTO DE MILLA DE LAS RUTAS DE AUTOBUSES DEL CONDADO DE MILWAUKEE

Fuente: SEWRPC.

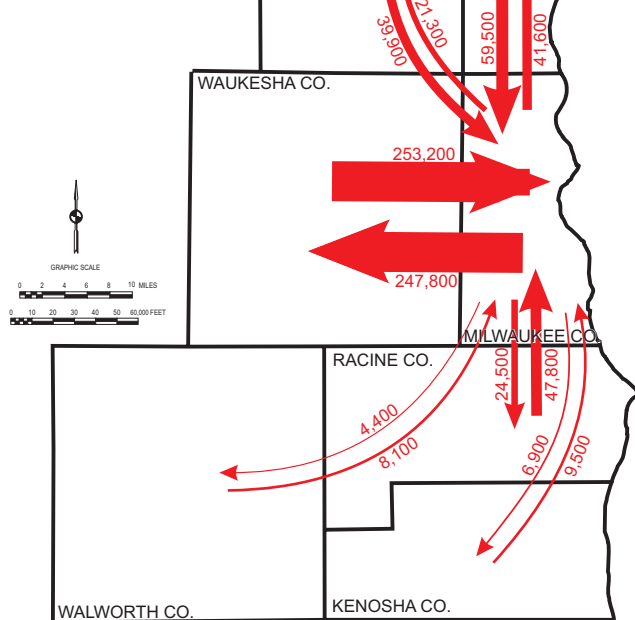
Mapa 6. Los servicios de transporte regulares proporcionados por el sistema incluyen:

- Servicio rápido de autopista, el cual consiste de nueve rutas directas de alta velocidad entre el Centro de Milwaukee y áreas residenciales remotas o lotes de estacionar-viajar en el Condado. El servicio se ofrece solamente durante periodos pico de las mañanas y tardes de días entre semana;
- Servicio regular local y autobuses de enlace, los cuales consisten de 31 rutas locales y de enlace operadas en calles principales y colectoras con paradas frecuentes; y
- Servicios especiales de autobuses durante días de escuela, incluyen nueve rutas para escuelas de bachillerato e intermedias y tres rutas de UBUS. Las rutas de UBUS operan en autopistas y calles principales entre áreas remotas y lotes de estacionar-viajar a y del campus de la Universidad de Milwaukee-Wisconsin.

Mapa 5

DISTRIBUCION DE PERSONA-VIAJES ENTRE CONDADOS EN UN DIA DE SEMANA TIPICO ENTRE EL CONDADO DE MILWAUKEE Y CONDADOS VECINOS: 2001

NOTA: LOS VIAJES SE MUESTRAN POR EL NUMERO DE "VIAJES IDA Y VUELTA" HECHOS POR RESIDENTES DE CADA CONDADO SALIENDO DE Y REGRESANDO A CADA CONDADO. POR EJEMPLO, UN RESIDENTE DEL CONDADO DE WAUKESHA VIAJANDO A TRABAJAR DE WAUKESHA A MILWAUKEE Y REGRESANDO A WAUKESHA DESPUES DEL TRABAJO ESTA CONTADO DOS VECES EN LA FLECHA DE WAUKESHA A MILWAUKEE.



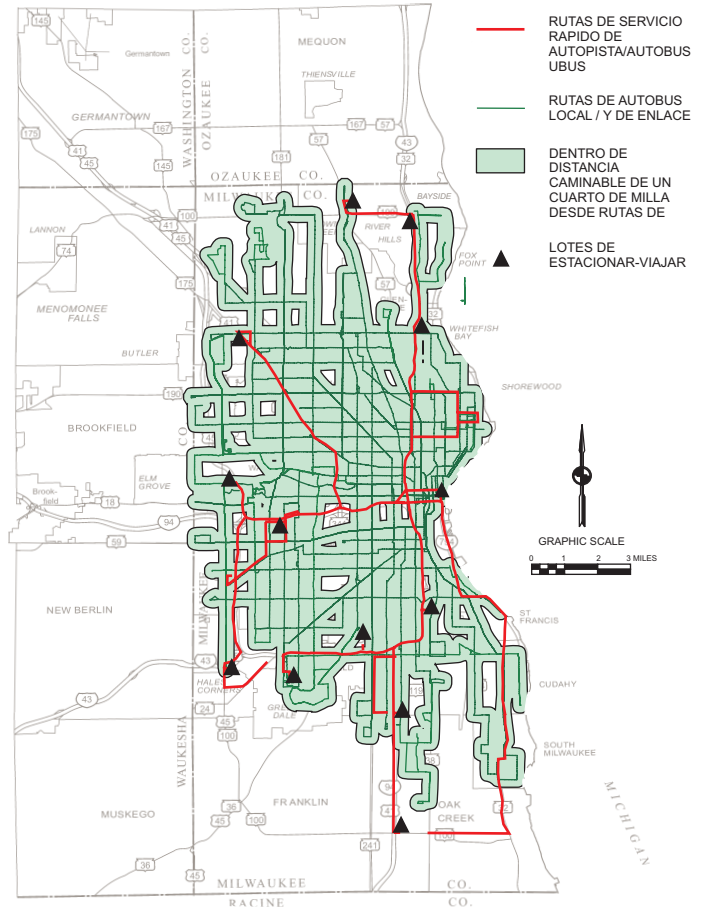
SOLAMENTE SE MUESTRAN VIAJES ENTRE EL CONDADO DE MILWAUKEE Y CONDADOS VECINOS, REPRESENTANDO APROXIMADAMENTE 764,500 PERSONA-VIAJES. APROXIMADAMENTE 2.5 MILLONES DE PERSONA-VIAJES FUERON HECHOS POR RESIDENTES DEL CONDADO DE MILWAUKEE TOTALMENTE DENTRO DEL CONDADO DE MILWAUKEE EN UN DIA DE SEMANA TIPICO. EL CONTEO INCLUYE VIAJES PARA IR AL TRABAJO, ESCUELA, COMPRAS Y OTROS PROPOSITOS.

Fuente: SEWRPC.

Las rutas del sistema de transporte también conectan con otras rutas de autobuses patrocinadas por otros gobiernos locales en el sureste de Wisconsin (ver Mapa 7). Algunas de estas rutas ofrecen servicio de transporte que los residentes del Condado de Milwaukee pueden usar para acceder trabajos y principales centros de actividades fuera del Condado de Milwaukee, incluyendo rutas del sistema de transporte del Condado de Milwaukee financiadas por los Condados de Ozaukee y Waukesha (Rutas No. 143 y Rutas Nos. 8, 9, y 10 al oeste de la frontera de los Condados de Milwaukee y Waukesha); rutas operadas por Wisconsin Coach Lines Inc. y por el Sistema de Transporte Metro de Waukesha financiado por el Condado de Waukesha y/o la ciudad de Waukesha. También hay rutas de enlace de autobuses patrocinadas por otros gobiernos locales, las cuales no ofrecen transporte a zonas de trabajo en áreas suburbanas, incluyendo el servicio Kenosha-Racine-Milwaukee patrocinado por la ciudad de Racine; el servicio de West Bend-Milwaukee patrocinado por el condado de Washington; y los servicios de Oconomowoc-Milwaukee, Mukwonago-Milwaukee, y Menomonee Falls-Milwaukee patrocinados por el Condado de Waukesha.

Mapa 6

SERVICIO DE TRANSPORTE PUBLICO EXISTENTE PROPORCIONADO POR EL SISTEMA DE TRANSPORTE DEL CONDADO DE MILWAUKEE: OTOÑO DEL 2006



Fuente: SEWRPC.

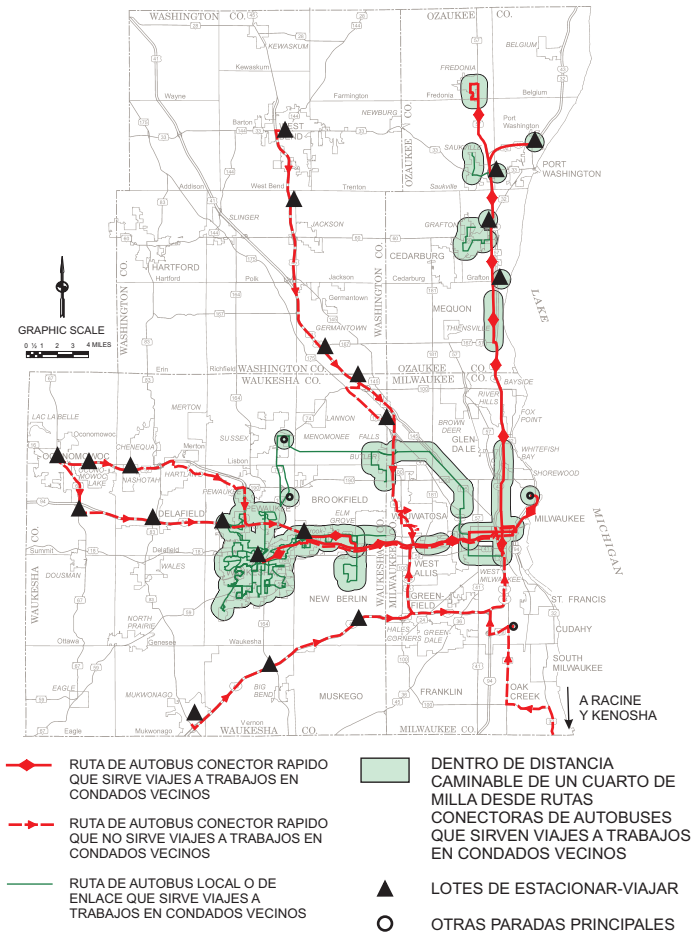
En el 2006, la tarifa en efectivo base para adultos era de \$1.75 para rutas locales y \$2.25 para rutas rápidas de autopista. Ancianos e individuos discapacitados pagaron tarifas reducidas de \$0.85, y estudiantes pagaron \$1.30. Boletos y pases estuvieron disponibles a tarifas de descuento.

Transit Plus

El Sistema de Transporte también ofrece el servicio de transporte Transit Plus a través del Condado de Milwaukee para personas discapacitadas a quienes no les es posible usar servicios de rutas fijas. Transit Plus ofrece servicio de taxi de acera-a-acera para individuos ambulantes discapacitados y servicio de van de puerta-a-puerta para individuos discapacitados quienes requieren un vehículo accesible y/o algo de asistencia del chofer. Transit Plus está disponible durante los mismos periodos que el servicio de autobuses de rutas fijas del Sistema de Transporte del Condado de Milwaukee. Individuos discapacitados pueden también usar el servicio de autobús accesible ofrecido en todas las rutas regulares del sistema de transporte.

Mapa 7

SERVICIOS DE AUTOBUSES CONECTORES PROPORCIONADOS POR OTROS OPERADORES DE TRANSPORTE FUERA DEL CONDADO DE MILWAUKEE: OTOÑO DEL 2006



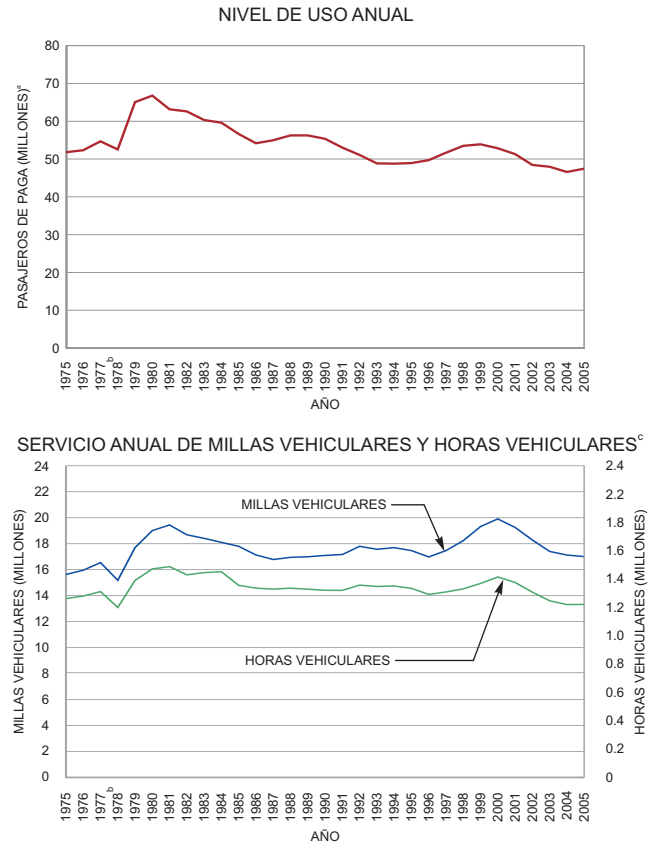
Fuente: SEWRPC.

Nivel de Uso y Niveles de Servicio

El nivel de uso del transporte está altamente ligado con el nivel de servicio ofrecido con factores, tales como horas de operación, y frecuencia del servicio. Millas vehiculares y horas vehiculares del servicio de autobús son comúnmente usadas para medir el nivel total del servicio ofrecido por el sistema de transporte. Figura 1 muestra una historia del nivel de uso y niveles de servicio para el Sistema de Transporte del Condado de Milwaukee. El nivel de uso de transporte aumentó de 1975 a 1980—un período de mejoras mayores al servicio de transporte y de expansión, y aumento del precio del combustible. Por la mayor parte de los siguientes 14 años, nivel de uso y servicio disminuyeron. Entonces, de 1995 hasta 1999, servicio expandido y nuevos programas de pases para autobuses contribuyeron al incremento del nivel de uso de transporte. Desde el año 2000, el sistema de transporte ha disminuido las millas vehiculares anuales en un 17 por ciento y las horas vehiculares anuales en un 16 por ciento; aumentado dos veces las tarifas para adultos; y aumentado cuatro veces el precio de pases semanales. El nivel de uso en el sistema de autobuses disminuyó por un 12 por ciento entre el 2000 y el 2005.

Figura 1

NIVEL DE USO Y NIVEL DE SERVICIO ANUAL PARA SERVICIO DE AUTOBUS DE RUTAS FIJAS PROPORCIONADAS POR EL SISTEMA DE TRANSPORTE DEL CONDADO DE MILWAUKEE: 1975-2005



* Información sobre el nivel de uso de 1975 hasta 1977 han sido ajustados para incluir pasajeros usando pases semanales para transferir para hacerla comparable a el nivel de uso reportado de 1978 al presente.

^b Información sobre el nivel de uso y servicios para 1978 refleja menos de 12 meses de operación debido a una huelga de los operadores de autobuses

^c Información de servicio de 1975 hasta 1984 ha sido ajustada para remover millas vehiculares y horas vehiculares sin pasajeros para hacer el servicio

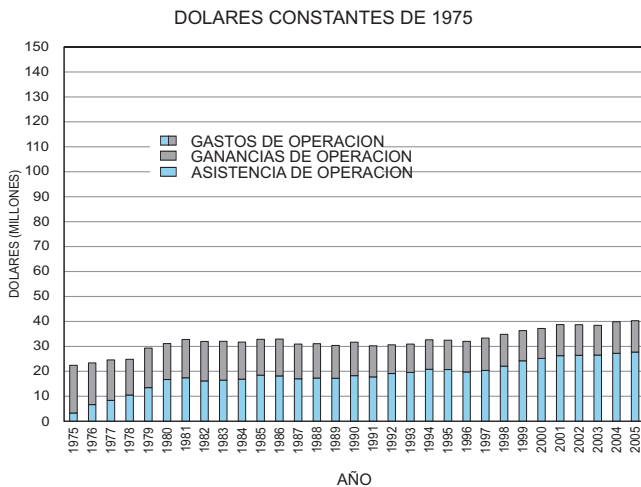
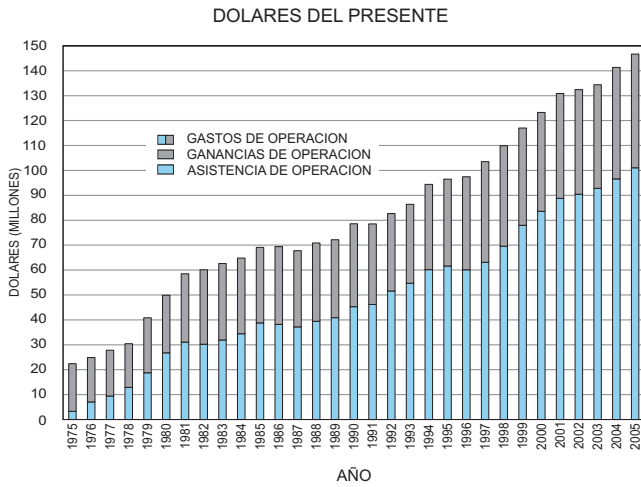
Fuente: Sistema de Transporte del Condado de Milwaukee y SEWRPC.

Varios factores han contribuido a la disminución en general del nivel de uso en el sistema de transporte desde principios de los 80's. Estos factores incluyen la disminución en población en el Condado de Milwaukee, la disminución en densidad de residencias y empleos, y un aumento en la compra de automóviles propios y su uso. Aumentos de tarifas y reducciones de servicio implementadas por el sistema de transporte durante este período también resultó en disminución del nivel de uso. Finalmente, la falta de fondos ha contribuido a la inhabilidad de expandir significativamente el transporte para servir mejor el Condado de Milwaukee y más del área metropolitana, ofrecer servicio mas rápido con más rutas express y rápidas, y aumentar la frecuencia del servicio para hacerlo razonablemente conveniente y atractivo al usuario.

Casi un 45 por ciento de los viajes hechos en el sistema de transporte son al y del trabajo, 25 por ciento a y de la escuela, 10 por ciento para ir de compras, y el otro 20 por ciento para propósitos médicos, sociales, recreacionales, y otras cosas.

Figura 2

GASTOS DE OPERACION, GANANCIAS DE OPERACION, Y ASISTENCIA PARA OPERACION ANUALES PARA EL SISTEMA DE TRANSPORTE DEL CONDADO DE MILWAUKEE: 1975-2005



Fuente: Departamento de Trabajos Públicos del Condado de Milwaukee, Sistema de Transporte del Condado de Milwaukee y SEWRPC.

Costos de Operación e Instalaciones y Equipo

El total de gastos de operación para el sistema de transporte ha incrementado desde que el sistema comenzó a operar públicamente en 1975, como se muestra en la Figura 2. El aumento en gastos de operación desde 1990 refleja la expansión del servicio de autobuses entre 1995 y el 2000, y cambios al servicio de transporte para personas discapacitadas para cumplir con requisitos Federales de ADA (ADA siglas en Inglés y significa American Disability Act). Por los pasados cinco años, tarifas y otras ganancias misceláneas de operación pagaron por casi el 32 por ciento de los gastos promedio anuales de operación del servicio regular de autobus y el servicio para personas discapacitadas, y casi un 12 por ciento fue proporcionado por fondos Federales de transporte; 43 por ciento por fondos Estatales de transporte, y 13 por ciento por fondos del Condado generados a través de impuestos sobre propiedad local. El sistema de transporte depende fuertemente de fondos Estatales, con el Estado proporcionando cerca del 63 por ciento del total de fondos públicos de operación del Sistema de Transporte del Condado de Milwaukee. En esos mismos presupuestos, cerca del 80 por ciento de los gastos de instalaciones y equipo vinieron de programas Federales de asistencia para instalaciones y equipo de transporte, y el restante 20 por ciento vino del Condado de Milwaukee.

El Condado de Milwaukee aumentó la cantidad de fondos Federales de asistencia al transporte utilizados por el sistema para financiar gastos de operación del 2001 al 2005. Este aumento fué posible porque el sistema de transporte no había gastado totalmente los fondos de asistencia de transporte Sección 5307 de la Administración Federal de Transporte (FTA siglas en Inglés) que le habían asignado en años pasados, y esos fondos no gastados estaban aún disponibles para el Condado de Milwaukee. El sistema de transporte ha utilizado estos fondos de Sección 5307 sobrantes, destinados principalmente para proyectos de instalaciones y equipo, para limitar la necesidad de incrementos en impuestos del Condado, de aumento de tarifas, y de reducciones de servicio. Como el Condado aumentó la utilización de estos fondos, el balance, o "banco", de estos fondos disminuyó de casi \$37 millones al comienzo del 2001 a casi \$12 millones al comienzo del 2006.

OBJECTIVOS DEL SERVICIO Y ESTANDARES

El Comité Consultivo adoptó los siguientes cinco objetivos del servicio de transporte para establecer una base para la evaluación del funcionamiento del sistema de transporte, la identificación de necesidades del servicio de transporte no satisfechas, y el diseño y recomendación de mejoras:

1. El sistema de transporte público debe efectivamente servir los patrones existentes del uso de la tierra y apoyar la implementación de los usos de la tierra planeados, cumpliendo con la demanda y necesidad de los servicios de transporte, y particularmente las necesidades de la población dependiente de transporte;
2. El sistema de transporte debe promover el uso efectivo del servicio de transporte y operar un servicio que sea confiable y ofrezca conveniencia y comodidad para el usuario;
3. El sistema de transporte debe promover la seguridad y protección de sus pasajeros, equipo de operación, instalaciones, y personal;
4. El sistema de transporte público debe promover eficiencia para el sistema de transportación, en general; y
5. El sistema de transporte público debe ser económico y eficiente, cumpliendo con todos los otros objetivos al menor costo posible.

Cada uno de los objetivos del servicio de transporte arriba mencionados está apoyado por un principio de planeación y un grupo de estándares con la intención de cuantificar el logro de cada objetivo. Por ejemplo, los estándares de servicio especifican:

- Los usos de la tierra que deben ser conectados y servidos por transporte público, basado en su densidad y tipo, y tamaño del centro de actividades;
- Las horas de operación del servicio deseadas;
- La frecuencia deseada del servicio de transporte; y,
- La comparabilidad de la duración de viaje por transporte público a la duración de viaje por automóvil.

Tabla 1

COMPARACION DE NIVEL DE USO E INDICADORES DE FUNCION FINANCIERA ENTRE EL SISTEMA DE TRANSPORTE DEL CONDADO DE MILWAUKEE Y GRUPOS SIMILARES: 2000

Medidas de Funcionamiento ^a	Información de Operación ^a				
	Sistema de Transporte del Condado de Milwaukee	Estadísticas Descriptivas de Grupos Similares			Posición del Sistema de Transporte del Condado de Milwaukee ^c
		Mínimo	Promedio	Máximo	
Efectividad del Servicio					
Pasajeros por Unidad	71.2	13.9	30.4	48.0	1
Pasajeros por Milla					
Vehicular de paga	3.5	1.7	2.3	3.1	1
Pasajeros por Hora					
Vehicular de paga	45.5	25.3	30.7	41.2	1
Eficiencia del Servicio					
Gastos de Operación por Milla					
Vehicular de paga	\$ 5.35	\$ 4.89	\$ 6.32	\$ 8.72	5
Gastos de Operación por Hora					
Vehicular de paga	\$69.41	\$63.56	\$85.52	\$102.04	3
Efectividad del Costo					
Gastos de Operación por Pasajero	\$ 1.52	\$ 2.30	\$ 2.81	\$ 3.44	1
Asistencia Total de Operación por Pasajero					
Tasa de Recuperación de Tarifas por Todos los Servicios	\$ 1.01	\$ 1.49	\$ 2.22	\$ 2.81	1
	33.8	15.2	21.5	35.0	2

^a Basada en información obtenida del Banco de Datos del Transporte Nacional de la Administración del Transporte Federal para el 2000, publicada en la Auditoría del Funcionamiento de la Administración del Sistema de Transporte del Condado de Milwaukee hecha por el Departamento de Transportación de Wisconsin, Agosto 2002.

^b Indicadores importantes de funcionamiento fueron desarrollados basados en información reportada por otros trece sistemas urbanos de autobuses seleccionados en la Auditoría del Funcionamiento.

^c Posición de 1 es la mejor, 14 es la peor.

Fuente: Departamento de Transportación de Wisconsin y SEWRPC.

EVALUACION DEL SISTEMA DE TRANSPORTE EXISTENTE Y NECESIDADES IDENTIFICADAS NO SATISFECHAS

Usando los objetivos del servicio de transporte y estándares, se llevó a cabo una evaluación de todo el sistema y ruta por ruta del Sistema de Transporte del Condado de Milwaukee. La evaluación identificó áreas de excelente funcionamiento del sistema de transporte, así como también áreas donde las necesidades del servicio no han sido satisfechas por el sistema de transporte. El Sistema de Transporte del Condado de Milwaukee tiene un excelente funcionamiento con respecto al área servida dentro del Condado de Milwaukee, a estándares de uso de su capacidad de autobuses, y puntualidad.

- El Sistema de Transporte del Condado de Milwaukee tiene una excelente cobertura en general de áreas residenciales y de empleos en el Condado de Milwaukee. Casi un 90.5 por ciento del total de la población del Condado reside dentro de distancias convenientes para caminar del existente sistema de transporte. Prácticamente todos los grupos de manzanas de casas del censo con concentraciones de personas dependientes del transporte y zonas del censo con poblaciones minoritarias por encima del promedio dentro del condado viven a menos de un cuarto de milla de distancia caminable de las rutas del sistema. Casi un 94 por ciento de los trabajos en el Condado están localizados a menos de un cuarto de milla de distancia caminable del sistema.

- Centros de actividades y áreas que apoyan transporte público están bien servidas dentro del Condado. En total, 81 de las 86 compañías principales, 22 de los 25 complejos de oficinas y parques industriales, y 68 de los 70 otros centros de actividades fueron servidos por las rutas existentes del sistema de transporte, como ha sido mostrado en el Mapa 4. La mayoría de las áreas que apoyan transporte público en el Condado de Milwaukee—áreas con densidades residenciales y de empleos consideradas necesarias para apoyar rutas fijas del servicio de autobuses—son servidas por las rutas locales del Sistema de Transporte del Condado de Milwaukee.
- El sistema de transporte generalmente no experimenta autobuses llenos más allá de capacidad nominal, es decir, hay un asiento para cada pasajero en autobuses rápidos en autopista y no hay más de cuatro pasajeros por cada tres asientos en casi ninguna de las rutas locales de autobuses en períodos pico. Hay solo algunos problemas durante horas pico en días entre semana cuando el uso del transporte para estudiantes se empalma con el del público en general.
- La puntualidad de los autobuses es excelente, con 90 o más por ciento de puntualidad en el servicio.
- De las 31 rutas locales, 26 cumplen o exceden el estándar de efectividad en el funcionamiento de rutas (el cual es definido como 22 pasajeros abordando por hora de servicio cobrable en días entre semana). Estas rutas sirven áreas con altas concentraciones de minorías y poblaciones dependientes de transporte, operan más de 20 horas durante días entre semana, y ofrecen el servicio más frecuente. En fines de semana, 25 rutas exceden los estándares de efectividad de funcionamiento de rutas definidas por el servicio para Sábados (15 pasajeros por hora) y Domingos (10 pasajeros por hora).

Comparación de Sistemas de Transporte Similares en toda la Nación

Una auditoría del funcionamiento de la administración del Sistema de Transporte del Condado de Milwaukee fue completado por el Departamento de Transportación de Wisconsin (WisDOT) en el 2003. La auditoría del funcionamiento comparó el Sistema de Transporte del Condado de Milwaukee a un grupo de 13 sistemas de transporte similares en los Estados Unidos. Todos los sistemas de transporte similares operaban dentro de áreas metropolitanas con poblaciones similares al Condado de Milwaukee, estaban localizados en climas del norte, y contaban con flotas de autobuses similares en número. La comparación de los sistemas similares concluyó que el Sistema de Transporte del Condado de Milwaukee sobrepasa en funcionamiento a sus similares en todas las medidas de uso y función financiera, como se muestra en la Tabla 1. Aún cuando se señala el funcionamiento excepcional del Sistema de Transporte del Condado de Milwaukee, la auditoría mencionó las reducciones del servicio, las cuales fueron implementadas desde el 2000, principalmente debidas a las restricciones presupuestarias, y advirtió que más reducciones al sistema de transporte pudiesen potencialmente dañar el funcionamiento del sistema.

Necesidades del Servicio de Transporte no Satisfechas

Mientras que el Sistema de Transporte del Condado de Milwaukee funciona bien en muchas áreas y, comparado a sistemas de transporte similares, es muy eficiente y efectivo, el sistema de transporte no satisface todas las necesidades de servicio de transporte público de los residentes del condado de Milwaukee. Las necesidades no satisfechas caen dentro de cuatro áreas específicas: áreas de servicio, horas de operación, frecuencia del servicio, y duración de viaje. Además, el servicio de transporte conectando a los residentes del Condado de Milwaukee a condados remotos es limitado. El Sistema de Transporte del Condado de Milwaukee, en el pasado, ha implementado mejoras de servicio las cuales intentaron mejorar estas necesidades no satisfechas—áreas de servicio, horas de operación, y frecuencia de servicio—pero las reducciones del servicio en años recientes han eliminado estas mejoras en el servicio. Mejoras en el servicio para satisfacer estas necesidades identificadas generalmente son menos eficientes y efectivas que el servicio de transporte existente.

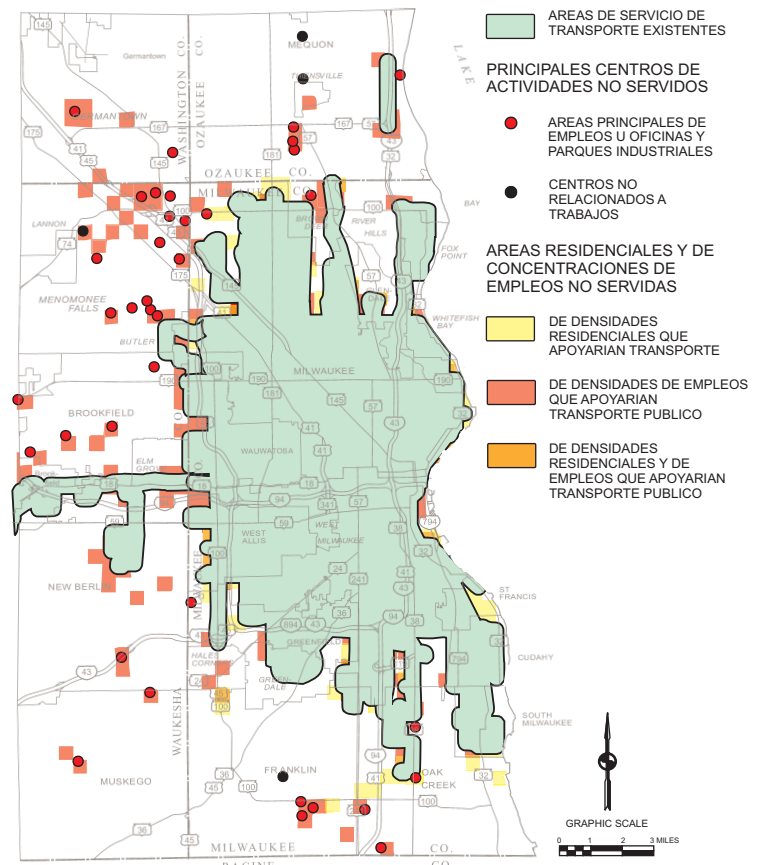
Áreas No Servidas. Algunas áreas de porciones del oeste, sur, noroeste y noreste del Condado de Milwaukee con densidades residenciales y de empleos y/o principales centros de actividades que apoyarían transporte público no son servidas por ninguna de las rutas del sistema de transporte. El Mapa 8 muestra estas áreas las cuales no son servidas por transporte público.

Horas Inadecuadas de Servicio. En días entre semana, 25 de las 31 rutas locales cumplen con estándares deseados de horas de servicio de 20 horas de servicio diarias. Los autobuses rápidos de autopista no cumplen con este estándar, porque solo operan durante días entre semana en períodos pico, sin servicio de mediodía o de noche. El servicio de transporte proporcionado por menos de 16 horas al día no ofrece viajes en los horarios de comienzo y término de todos los turnos de trabajo, específicamente segundo y tercer turnos. También hay áreas grandes servidas por rutas que no cumplen con las 20 horas de servicio deseadas durante los fines de semana: solamente 14 de las 31 rutas locales cumplen con ese estándar en Sábados, y solamente 9 de las 30 rutas lo cumplen en Domingos. Además, porciones de algunas rutas no tienen servicio los fines de semana.

Servicio de Frecuencia Inadecuado. El Sistema de Transporte del Condado de Milwaukee depende de un sistema cuadrícula de rutas locales donde transferencias entre una o más rutas son generalmente requeridas para completar un viaje usando el transporte público. La frecuencia del servicio en las rutas directamente afecta la conveniencia de transferencias, con largos intervalos entre autobuses incrementando el tiempo de espera en transferencia, haciendo el servicio inconveniente y alejando a los posibles usuarios. La mayoría de las rutas locales no cumplen con los estándares deseables de intervalos de servicio durante horas pico. Durante períodos pico en días entre semana, menos del 30 por ciento de la población del Condado, y menos del 37 por ciento de los trabajos del Condado, son servidos por rutas con intervalos deseables de 10 minutos o menos, como se muestra en la Tabla 2. Durante días de semana en períodos no pico, casi un 60 por ciento de la población y trabajos del Condado son servidos por rutas y segmentos de rutas

Mapa 8

AREAS CON NECESIDADES NO SATISFECHAS DE SERVICIO DE TRANSPORTE PARA LOS RESIDENTES DEL CONDADO DE MILWAUKEE CON RESPECTO AL AREA DE COBERTURA DEL SERVICIO LOCAL DE TRANSPORTE: 2005



Fuente: SEWRPC.

con intervalos deseables de 20 minutos o menos. Ninguna de las rutas de autobús rápido en la autopista o UBUS tienen intervalos que cumplan con intervalos deseables. La baja frecuencia del servicio se debe mayormente a reducciones del servicio que han ocurrido en los pasados cinco años.

Prolongados Viajes en Autobús. La duración de viajar en autobús es generalmente entre dos y cuatro veces mayor que la de viajar en automóvil al comparar viajes similares. La razón de duración de viajes en autobús a viajes en carro entre ubicaciones selectas dentro del Condado se muestran en el Mapa 9. La prolongada duración de viajar en autobús se origina de una combinación de factores: rutas de autobús locales con bajas velocidades promedio de operación proporcionando la mayoría del servicio de transporte en el sistema; la falta de mecanismos para administrar el sistema de transportación—señales de tráfico de prioridad y carriles reservados—para aumentar las velocidades de viajes de autobuses; y recortes del servicio establecidos desde el 2000 que aumentaron los intervalos de operación y eliminaron rutas y segmentos de rutas.

Tabla 2

POBLACION Y EMPLEOS EN EL CONDADO DE MILWAUKEE DENTRO DE UN CUARTO DE MILLA DE DISTANCIA DE RUTAS LOCALES/ Y DE ENLACE OPERANDO CON INTERVALOS DESEABLES: 2004

Area	Población		Empleos	
	Número	Porcentaje del total de Población en el Condado	Número	Porcentaje del total de Empleos en el Condado
Condado de Milwaukee.....	940,200	100.0	624,600	100.0
Dentro de un cuarto de milla de distancia de alguna ruta.....	850,900	90.5	587,100	94.0
Dentro de un cuarto de milla de distancia de rutas con intervalos deseables ^a				
Periodo pico en la mañana.....	213,100	22.7	219,800	35.2
Periodo del medio día.....	583,800	62.1	385,500	61.7
Periodo Pico en la Tarde.....	277,100	29.5	232,400	37.2
Periodo temprano en la noche.....	418,400	44.5	308,800	49.4
Periodo tarde en la noche.....	383,600	40.8	270,600	43.3

^a El Estándar de Diseño de Servicio 8 del Objetivo 2 indica que es altamente deseable tener rutas locales del sistema de transporte operando en días de semana con intervalos de no más de 10 minutos durante periodos picos y 20 minutos durante todos los periodos no pico.

Fuente: SEWRPC.

Servicio Limitado Conectando Residentes del Condado de Milwaukee a Condados Remotos. Las necesidades no satisfechas de residentes del Condado en viajes entre el Condado de Milwaukee y los otros condados en sus alrededores en el sureste de Wisconsin incluyen:

- Falta de servicio: Muchos principales centros de actividades y significantes concentraciones de empleos fuera del Condado de Milwaukee no tienen servicio de transporte público conectando con residentes del Condado de Milwaukee, como se muestra en el Mapa 8.
- Horas y frecuencia limitadas: Los servicios de transporte que actualmente están disponibles para conectar a residentes del Condado de Milwaukee con trabajos y centros de actividades en los condados de los alrededores, con rara excepción, tienen horarios de servicio limitado en días entre semana y son operados con viajes no frecuentes.
- Duración de Viajes Prolongados: El servicio de transporte que conecta a los residentes del Condado de Milwaukee con los condados de los alrededores en muchos casos incluye servicio lento de autobús local, y/o requiere usar conexiones de autobús local en el Condado de Milwaukee.
- Tarifas de Transporte: Mientras que se ofrecen tarifas de descuento para pasajeros que transfieren entre los diferentes sistemas de transporte, los descuentos y planes de transferencias no son uniformes entre todos los servicios de transporte conectando con el Sistema de Transporte del Condado de Milwaukee.

La falta de una administración regional de transporte y fondos adecuados han impedido la implementación del servicio conectando a los residentes del Condado de Milwaukee a los otros condados del sureste de Wisconsin.

DIRECCION POTENCIAL FUTURA DEL SISTEMA DE TRANSPORTE DEL CONDADO DE MILWAUKEE

Desde el 2001, el Sistema de Transporte del Condado de Milwaukee ha implementado reducciones significantes del servicio y aumentos de tarifas. Mientras que algunas de estas acciones pasadas pudiesen haber estado relacionadas a consideraciones en la eficiencia y efectividad del servicio de transporte, la mayoría fueron debidas a límites en los fondos de operación del Estado y del Condado de Milwaukee. El sistema de transporte depende fuertemente en fondos estatales, e históricamente el Estado ha proporcionado cerca del 65 al 70 por ciento de los fondos necesarios para la operación del sistema de transporte público. Sin embargo, entre el 2000 y 2005, el Estado incrementó solamente los fondos de asistencia a operaciones menos de 1.5 por ciento en promedio anual—no lo suficiente para mantenerse a la par con la inflación. Como se describió anteriormente, el Condado de Milwaukee tenía un balance de fondos Federales no utilizados, los cuales eran para cubrir costo de proyectos de instalaciones y equipo, pero se podían usar para ciertos elementos de gastos de operación tales como el mantenimiento de equipo. Con la utilización de esos fondos, el Condado de Milwaukee aumentó el soporte operacional Federal del sistema de transporte por más del 80 por ciento del 2000 al 2005 (aún cuando el monto anual de tales fondos Federales distribuidos al Condado de Milwaukee a través del mismo período no aumentó). Mientras tanto, debido a períodos difíciles en el presupuesto, los fondos del sistema de transporte proveídos por el Condado de Milwaukee permanecieron casi al mismo nivel desde el 2000 al 2005. El aumento substancial de fondos Federales no fué capaz de compensar los aumentos marginales de los fondos del Estado y los fondos estáticos del Condado de Milwaukee para sistemas de transporte público. Como resultado, entre el 2000 y el 2005, el sistema de transporte tuvo que reducir el servicio por un 15 por ciento y aumentar tarifas por un 17 al 30 por ciento.

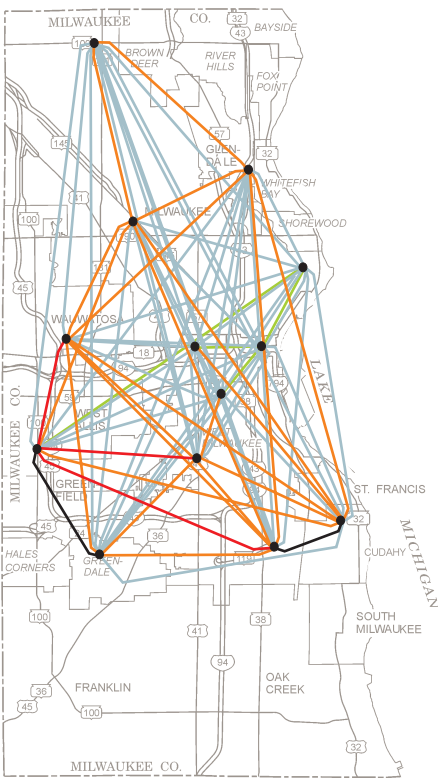
Viendo hacia el futuro, el balance de fondos de la FTA no gastados por el Condado de Milwaukee pudiese esperarse ser agotados para el año 2009. Sin aumentos restablecidos de fondos del Estado y fondos del Condado de Milwaukee para asistencia al transporte, reducciones severas en servicio y tarifas más altas pudiese esperarse para el año 2010, resultando en un sistema de transporte significativamente mas pequeño que sirve a menos población y empleos del Condado, que opera con horas más reducidas de servicio y con servicio de menos frecuencia, con un costo mayor para aquellos quienes dependen del servicio como su medio principal de transporte, y que ofrece una alternativa menos válida a viajar en automóvil.

Si la asistencia operacional del transporte del Estado aumenta solamente cerca del 2 por ciento por año, y la recaudación de impuestos a la propiedad del Condado para los autobuses regulares y los servicios para individuos discapacitados de MCTS (siglas en Inglés y significa Milwaukee County Transit System) se mantienen a niveles del 2005, el sistema de transporte necesitaría reducir las horas totales de servicio por cerca de un 35 por ciento para el año 2010. Para ilustrar lo que este pronóstico de reducción del 35 por ciento pudiera significar, dos opciones de reducción de servicio fueron desarrolladas por el sistema de transporte y están identificadas en la Tabla 3. Opción A cortaría horas de servicio y eliminaría algunas rutas locales; Opción B mantendría las horas de servicio pero eliminaría más rutas locales; y ambas opciones eliminarían también todos los autobuses rápidos en autopista y las rutas UBUS. Las opciones indican claramente la magnitud de los problemas de servicio y financiamiento que enfrenta el Sistema de Transporte del Condado de Milwaukee.

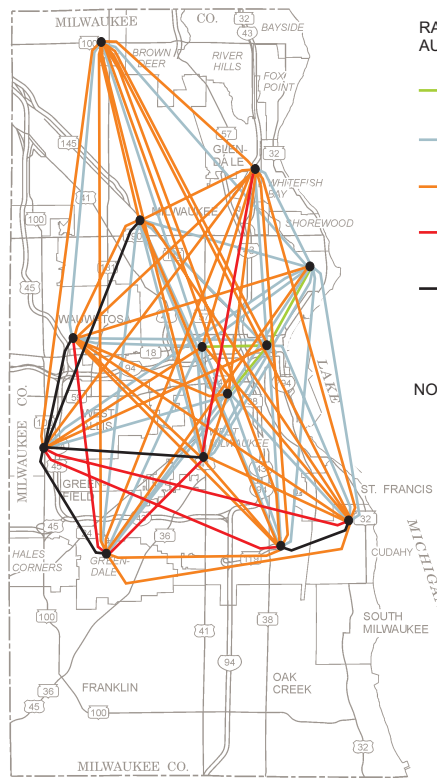
Mapa 9

COMPARACION DE LA DURACION DE VIAJES EN SISTEMA DE TRANSPORTE A LA DURACION DE VIAJES EN AUTOMOVIL ENTRE UBICACIONES SELECTAS EN DIAS DE SEMANA EN PERIODOS DE LA MANANA Y DEL MEDIO DIA: ESTIMADOS DEL 2005

PERIODO PICO DE LA MANANA



PERIODO NO PICO DEL MEDIO DIA

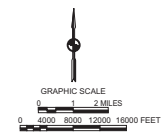


RAZON DE DURACION DE VIAJES EN AUTOBUS A VIAJES EN AUTOMOVIL

- EN AUTOBUS TOMA DE 1.51 A 2.0 VECES MAS QUE EN AUTOMOVIL
- EN AUTOBUS TOMA DE 2.0 A 3.0 VECES MAS QUE EN AUTOMOVIL
- EN AUTOBUS TOMA DE 3.0 A 4.0 VECES MAS QUE EN AUTOMOVIL
- EN AUTOBUS TOMA DE 4.0 A 5.0 VECES MAS QUE EN AUTOMOVIL
- EN AUTOBUS TOMA DE 5.0 VECES MAS QUE EN AUTOMOVIL

● UBICACIONES SELECTAS

NOTA: EN GENERAL LA DURACION DEL VIAJE EN SISTEMA DE TRANSPORTE INCLUYE EL TIEMPO PARA CAMINAR A LA PARADA DEL AUTOBUS, ESPERAR EL AUTOBUS, VIAJAR EN EL AUTOBUS, ESPERAR PARA TRANSFERIR (SI ES NECESARIO) Y CAMINAR DE LA PARADA DEL AUTOBUS.



Fuente: SEWRPC.

Las proyecciones demuestran la necesidad del Estado de regresar a aumentar los fondos de transporte suficientemente para enfrentar el costo de inflación en el transporte, y de la creación de una fuente dedicada a proveer fondos locales para el transporte para reemplazar los fondos de impuestos a la propiedad del Condado de Milwaukee.

RESUMEN

El plan de desarrollo de transporte hasta este momento demuestra que el Sistema de Transporte del Condado de Milwaukee funciona mejor que a sistemas de transporte similares en términos de nivel de uso y función financiera, y sirve bien a la población, empleos, y centros de actividad dentro del Condado de Milwaukee. Sin embargo, hay varias áreas donde el sistema tiene deficiencias, incluyendo algunas áreas no servidas dentro del Condado de Milwaukee, horas de servicio limitadas, duración de viajes prolongados, y conexiones limitadas a condados remotos.

Económicamente, el sistema de transporte enfrenta problemas. Debido a su fuerte dependencia en fondos operacionales del Estado que no han aumentado a la par con la inflación, y la falta de un incremento en la recaudación de impuestos a la propiedad del Condado destinados al transporte, el sistema ha reducido el servicio, aumentado tarifas, y utilizado fondos Federales destinados para mejoras de instalaciones y equipo para pagar por gastos de operación. Sin el restablecimiento de aumentos de fondos del Estado de asistencia al transporte suficientes para satisfacer la inflación, y sin la creación de una fuente local dedicada a proveer fondos operacionales, el sistema de transporte pudiese necesitar reducir el servicio una vez más por casi un 35 por ciento para el año 2010.

Tabla 3

EJEMPLOS DE REDUCCIONES DE SERVICIO NECESARIAS PARA EL AÑO 2010, ASUMIENDO EL CONTINUO USO DE LOS IMPUESTOS DE PROPIEDAD PARA FINANCIAR LA PORCION LOCAL DE LOS COSTOS DE OPERACION DEL SISTEMA DE TRANSPORTE DEL CONDADO DE MILWAUKEE

Descripción	Reducción Estimada Anual de Horas de Servicio Vehicular	Porcentaje de Horas de Servicio Vehicular Anual del 2005
Opción A		
• Eliminar todas las rutas rápidas en autopistas y UBUS	64,000	4
• Eliminar todos los servicios de autobús después de las 10:00 p.m. en días de semana y Sábados; limitar el servicio de los Domingos a entre 9:00 a.m. y 6:00 p.m.*	168,000	12
• Eliminar 7 rutas locales y recortar o reestructurar el servicio en 17 rutas locales adicionales	<u>286,000</u>	<u>20</u>
Reducción Total	518,000	36
Opción B		
• Eliminar todas las rutas rápidas en autopistas y UBUS	64,000	4
• Eliminar 10 rutas locales y recortar o reestructurar el servicio en 14 rutas locales adicionales	<u>460,000</u>	<u>33</u>
Reducción Total	524,000	37

* Eliminación del servicio de autobús durante estos períodos también permitiría reducciones en el servicio para personas discapacitadas.

Fuente: Sistema de Transporte del Condado de Milwaukee y SEWRPC.

PASOS SIGUIENTES EN EL PROCESO DEL ESTUDIO

Los siguientes pasos en el plan de desarrollo de transporte son obtener comentarios del público en el trabajo hecho hasta ahora, y considerar esos comentarios en el desarrollo de posibles alternativas y recomendaciones potenciales para mejoras de operación y de instalaciones y equipo para el sistema de transporte público por los siguientes cinco años. Los siguientes son los pasos restantes importantes, y cuando cada uno se espera ser terminado:

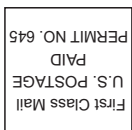
- Primera serie de juntas públicas - Febrero/Marzo 2007
- Desarrollo de alternativas y recomendaciones preliminares para mejoras de operación y de instalaciones y equipo, y costos asociados - Primavera 2007
- Segunda serie de juntas públicas - Primavera 2007
- Desarrollo del plan recomendado de desarrollo de transporte público-Primavera/Verano 2007.

PARA MÁS INFORMACIÓN

Para enviar comentarios, obtener información adicional, o para solicitar una reunión informativa, por favor contáctenos a:

Sitio Web: www.sewrpc.org/milwcotdp
Correo electrónico: milwcotdp@sewrpc.org
Teléfono: (262) 547-6721
Fax: (262) 547-1103
Correo: P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, WI 53187

This brochure is also available in English. It is available at www.sewrpc.org/milwcotdp. It may also be obtained in hard copy. Please call the Southeastern Wisconsin Regional Planning Commission at (262) 547-6721 to receive a copy of the brochure in English or if you have any other questions.



SOUTHEASTERN WISCONSIN
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**Milwaukee County Transit System
Development Plan: 2007-2011**



February/March, 2007

#125679



Introduction

**Milwaukee County Transit System
Development Plan**

- **Evaluation of existing transit system**
 - **Assessment of transit system and route performance**
 - **Comparison to “peer” transit systems**
 - **Identification of unmet transit service needs**
- **Preparation of short range (5 years) plan of improvements and expansion**

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Introduction—continued

Plan being developed by Southeastern Wisconsin Regional Planning Commission (SEWRPC)

- **At request of Milwaukee County**
- **Together with Milwaukee County Transit System (MCTS) and Milwaukee County Department of Transportation and Public Works**

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Milwaukee County Transit Planning Advisory Committee

Guiding and directing this planning effort is the Transit Planning Advisory Committee

- **After careful study and evaluation, the committee will propose to Milwaukee County a recommended plan**
- **Members have been appointed by the Milwaukee County Executive, including representatives from:**
 - **Transit-dependent populations, minority groups, and business associations**
 - **Wisconsin Department of Transportation**
 - **City and County Public Works Departments**
 - **MCTS**

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Outline of Presentation

- **Executive summary**
- **Findings: Inventory and analysis of existing transit system**
- **Findings: Evaluation of transit system performance and identification of unmet transit travel needs**
- **Findings: Projection of future financial condition of transit system**
- **Next steps in the transit system development plan**

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Summary: Key Findings to Date

- **MCTS performs significantly better than peer transit systems in service efficiency and effectiveness**
- **Within Milwaukee County, excellent coverage of residential areas, employment, and major activity centers**
- **Limited hours and frequency of service on many routes, particularly on weekends**
- **Lengthy transit travel time on the system, since local bus routes with low overall speed provide majority of service**
- **Few transit services exist for Milwaukee County residents to travel to jobs and activity centers in surrounding counties. Those that are available have limited hours and service frequency.**

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Summary: Key Findings to Date— continued

- **Transit system depends heavily on State operating funding, which has not kept pace with inflation.**
 - MCTS has had to increase fares, cut service, and use Federal capital funds for operating expenses
- **Potential service cuts of 35% may be needed by 2010 if State transit assistance funds do not increase sufficiently to address cost inflation, or if there is no new dedicated local funding source for transit.**

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Inventory and Analysis of Existing Transit System

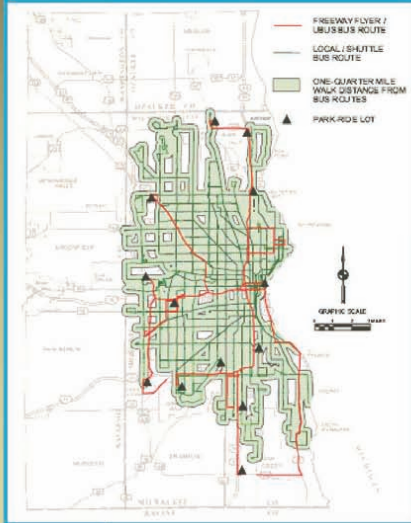
First stage of study—analysis of existing system and service area. Report examined:

- **Existing population and population trends in Milwaukee County and surrounding area**
- **Existing employment and employment trends in Milwaukee County and surrounding area**
- **Activity centers for work, school, employment, shopping, government, health**
- **Characteristics and trends of existing transit system**

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Existing Transit System



Travel made on transit system

- Work - 45%
- School - 25%
- Shopping - 10%
- Medical, social, recreation or other - 20%

Trends in service and ridership

- Since 2000, MCTS cut annual miles of service by 17%, annual hours by 16%, and increased fares
- Bus ridership declined by 12% between 2000 and 2005

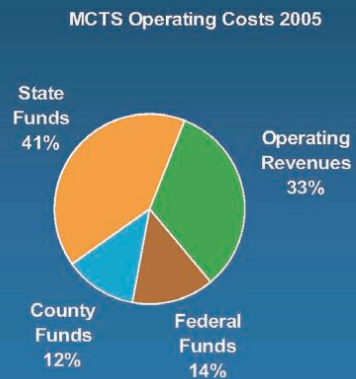
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Existing Transit System: Operating Costs

MCTS Operating Costs

- 2005 operating costs: \$143 million
- Fare and other revenues pay for about 32% of costs
- Heavily dependent on State transit assistance:
 - 41% of operating budget
 - 63% of public funding

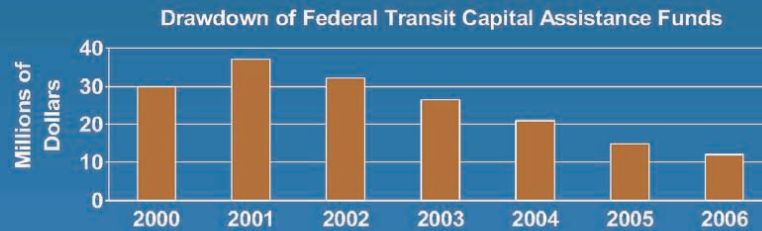


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Existing Transit System: Drawdown of Federal Funds

- In 2001, MCTS had \$37 million of unspent Federal Transit Administration (FTA) funds intended for capital projects
- From 2001 to 2006, MCTS has used the FTA funds for operating funding to limit increases in County tax levy funding, fare hikes, and service cuts.
- The balance of FTA funds declined to \$12 million at the beginning of 2006.



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Evaluation of Transit System: Comparison to Peer Transit Systems

- State study in 2003 compared MCTS to a peer group of 13 similar transit systems
- Similar populations, northern climates, and similar bus fleet size
- MCTS outperformed peers for all measures of ridership and financial performance

Performance Measure	MCTS Rank (of 14)
Passengers per capita	1
Passengers per revenue vehicle mile	1
Passengers per revenue vehicle hour	1
Operating cost per revenue vehicle mile	5
Operating cost per revenue vehicle hour	3
Operating expense per passenger	1
Total operating assistance per passenger	1
Farebox recovery rate for all services	2

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Evaluation of Transit System: Areas of Excellent Performance

- **Excellent coverage of residential areas and employment in Milwaukee County.**
 - **91% of County population resides within 1/4 mile of local/shuttle routes**
 - **94% of County jobs are within 1/4 mile of local/shuttle routes**
 - **81 of 86 major employers (500+ employees) and 22 of 26 office and industrial parks in Milwaukee County are within 1/4 mile of local/shuttle routes**
 - **68 of 70 major school, medical, government, shopping, recreation and passenger transport activity centers are within 1/4 mile of local/shuttle routes**

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Evaluation of Transit System: Areas of Excellent Performance--continued

- **Buses are on-time more than 90% of the time**
- **Overcrowding is not a problem on buses:**
 - **Freeway flyers have a seat for every passenger**
 - **Local routes have no more than 4 passengers for every 3 seats at peak periods**
- **26 of 31 local weekday routes exceed the ridership benchmark (22 passengers/hour)**

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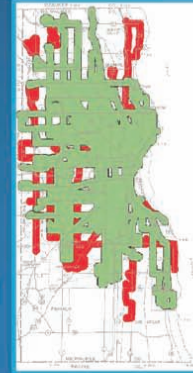
Evaluation of Transit System: Unmet Needs



Areas Not Served

Areas Not Served - Bus routes do not serve some areas in west, south, northwest, and northeast

Inadequate Service Hours (Weekday)



Inadequate Service Hours - On weekends, large areas of the County are served by bus routes operating less than desirable level of 20 hours a day



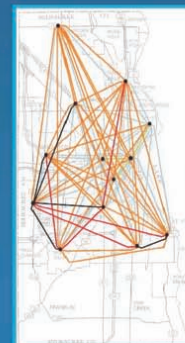
Evaluation of Transit System: Unmet Needs—continued



Service Frequency (Off-Peak)

Inadequate Service Frequency - On weekdays, large areas of the County are served by bus routes operating with longer than desirable headways

Travel Times (Off-Peak)



Lengthy Travel Times - Transit travel time is between 2 and 4 times longer than auto travel time for comparable trips



Unmet Needs: Limited Service Connecting to Outlying Counties

Unmet needs of County residents for travel between Milwaukee County and the other surrounding counties include:

- **Lack of Service** – Many major activity centers and job concentrations outside Milwaukee County do not have public transit service
- **Limited Service Hours and Frequency** – If transit service does exist, it is very limited in hours of service and frequency of service
- **Lengthy Travel Times** – Transit services connecting with surrounding counties often involve using one or more local bus routes with slow travel speeds
- **Lack of Coordination of Fares** – Transfer arrangements are not uniform among all the transit services connecting with MCTS

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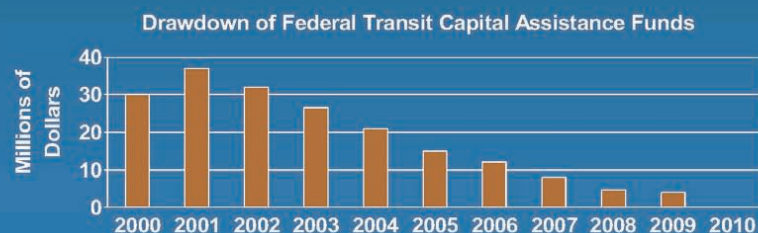
Potential Future Direction

MCTS is heavily dependent on State funding: the State has historically provided about 65% to 70% of public operating funding.

Between 2000 and 2005, the State only increased operating assistance funding by less than 1.5% per year (less than inflation). Milwaukee County funding remained about the same.

MCTS tried to offset the marginal increases in State funding and the stagnant Milwaukee County funding by tapping into their “bank” of Federal transit funds meant for capital expenses.

Milwaukee County’s bank of Federal transit funds may be expected to be depleted by 2010.



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Potential Future Direction: Likely Substantial Service Reductions

Potential Future Scenario:

- **State transit operating assistance increases at 2% per year**
- **County tax levy for MCTS is held to 2005 levels (\$17 million)**
- **Fare increases of 15% - 20% over 5-year period**
- **Drawdown of “bank” of federal transit funds meant for capital projects**

Result: Transit system would need to cut 35% of service in 2010

- **Much more extensive cut than the cuts of past 5 years**

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Potential Future Direction: Likely Substantial Service Reductions--continued

- **For example, these are the kinds of cuts needed to achieve a 35% reduction in annual vehicle hours:**
 - **Eliminate 10 of 31 local routes**
 - **Eliminate all freeway flyer and UBUS routes**
- **Need for State to restore transit funding sufficient to address cost inflation**
- **Need for dedicated source of local funding for transit to replace Milwaukee County property tax levy**

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Next Steps

- **Obtain your thoughts on transit system performance, your unmet needs, and your ideas for improvements**
- **Finalize identification of unmet transit service needs**
- **Develop alternative service improvement plans, including costs of different plans**
- **Additional public meetings to obtain additional input on service improvement options and plans**
- **Develop recommended transit service improvement plan**

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Tell Us What You Think

Give us your input about the transit system. We are especially interested in:

- **What transit system does well**
- **What needs are not being met by the system**
- **Potential service improvements**

Many ways to give your opinion:

- **Written comment: tonight, or send letter or email**
- **Oral comment with court reporter**
- **Map of MCTS—place a pin where you have a problem or concern with service**
- **Potential service changes board—place a sticker to “vote” your preference for service changes**

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**SOUTHEASTERN WISCONSIN REGIONAL
PLANNING COMMISSION STAFF**

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Kenneth R. Yunker, PE Deputy Director
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