



RECORD OF PUBLIC COMMENTS

WASHINGTON COUNTY TRANSIT DEVELOPMENT PLAN: 2015-2019

**FEBRUARY 14, 2014
THROUGH MARCH 21, 2014**

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RECORD OF PUBLIC COMMENTS

**WASHINGTON COUNTY TRANSIT
DEVELOPMENT PLAN: 2015-2019
TRANSIT SERVICE IMPROVEMENT ALTERNATIVES**

COMMENTS RECEIVED FROM
FEBRUARY 14, 2014 THROUGH MARCH 21, 2014

Prepared by the

Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, Wisconsin 53187-1607
www.sewrpc.org

June 2014

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RECORD OF PUBLIC COMMENTS

WASHINGTON COUNTY TRANSIT DEVELOPMENT PLAN: 2015-2019 TRANSIT SERVICE IMPROVEMENT ALTERNATIVES

INTRODUCTION

This report documents the comments received on a series of transit service improvement alternatives developed as part of the Washington County Transit Development Plan. Comments were received during a formal public comment period of February 14, 2014, through March 21, 2014, and during public meetings held on March 4, 2014, at Cabela's of Richfield, March 5, 2014, at West Bend Community Memorial Library in West Bend, and on March 6, 2014, at the Jack Russell Memorial Library in Hartford.

The Washington County Transit Development Plan is a short-range, five-year plan for public transit in Washington County being prepared by the Southeastern Wisconsin Regional Planning Commission at the request of Washington County. The plan will include recommendations for transit service and capital improvements for the County transit system over the period 2015 through 2019. The preparation of this transit plan is a joint effort by the staffs of Washington County and the Commission, and the plan is being guided by an Advisory Committee that includes representatives from units of government in Washington County and a variety of agencies with an interest in transportation in the County. The Committee is responsible for proposing to Washington County and the Commission, after careful study and evaluation, a plan identifying the recommended transit system plan for the next five years. At a meeting January 8, 2014, the Committee approved the potential transit service improvement alternatives for public review and comment.

Appendices attached to this report present:

- Written and oral comments received from February 14, 2014, through March 21, 2014, including comments submitted at the public meetings held on March 4, 5, and 6, 2014 (Appendix A).
- Attendance records of the public meetings held on March 4, 5, and 6, 2014 (Appendix B).
- Materials announcing the three public meetings and summary materials distributed at those meetings (Appendix C).
- Newspaper articles concerning the Washington County Transit Development Plan (Appendix D).

The following section provides a summary of the comments received, and the Commission staff responses to those comments.

SUMMARY OF COMMENTS AND RESPONSES

During the period of February 14, 2014, through March 21, 2014, a total of 35 people provided comments regarding the proposed transit service improvement alternatives developed as part of the Washington County Transit Development Plan. Of the 60 people who attended the public meetings, held March 4, 5, and 6, 2014, seven people provided oral comments and six provided written comments. Additionally, 22 written comments were provided via letter, email, or through the study website (www.sewrpc.org/washingtontransitplan).

Comments Related to the Fixed-Route Service Alternates Including Those Affecting the Washington County Commuter Express

A total of 17 people provided comments specifically related to the fixed-route service alternatives.

Eight people commented on the existing fixed-route service.

- Four comments indicated that the current Medical Center Route does not meet the needs of VA Workers because it does not arrive at the VA Medical Center in time for them to start their shift. Three commenters suggested that dropping the VA Medical Center Workers off prior to the Froedert Hospital workers would remedy this concern. Two of the four comments also suggested that the stop at the VA should be removed from the Medical Center Route and added as the first stop on the Downtown Route. An additional comment stated that the January 1, 2014 schedule change caused the Medical Center Route to no longer meet the needs of his work schedule.
- Four people complimented the WCCE drivers for their great service and ability to remain on schedule.
- One person suggested that the WCCE Medical Route should include a stop on the north side of the VA Medical Center.

Nine people commented on the alternatives to reduce costs for the fixed-route service.

- Eight people said they would support a modest raise in fares to prevent the elimination of a route or reduction in service on WCCE, and seven people expressed opposition to eliminating or reducing service on WCCE. Another person commented that they would prefer to see the Medical Center Route and Downtown Route be combined, causing the riders to have a longer commute time, than have one of the routes eliminated.

Response: Reducing county funding by raising fares, eliminating certain runs of the WCCE on both routes, or entirely eliminating the WCCE Medical Route are potential service alternatives that were developed by Commission staff to ensure consideration and evaluation of options under a range of funding alternatives. By showing alternatives for increasing County funding, keeping County funding unchanged, and reducing County funding, this plan will help prepare the County for any future changes in its budget. However, the County is not planning to reduce service or eliminate the Medical Center Route at this time.

- Three people indicated that the elimination of early afternoon runs and low performing runs would cause them to stop using the service most days because they would no longer have the flexibility to leave work early to attend to personal matters.
- Three people suggested alternatives to eliminate the lowest performing routes. One person encouraged the County to combine the Medical Center Route and the Downtown Route after 5 PM and expand hours of operation to attract more riders. Two people suggested using smaller buses for low performing runs to reduce operating expenses.

Response: Combining late evening runs to either reduce County funding or reinvest the savings into increased runs could be explored by the County. This strategy may not result in

significant operational savings, as it could result in the WCCE schedule becoming less efficient by increasing the amount of time drivers would not be operating a run. Similarly, utilizing smaller vehicles may reduce County funding, but procuring those vehicles and adding another vehicle type to the WCCE operator's fleet may negate any potential savings.

- Three people expressed support for reducing the number of stops served by the Medical Center Route. Two people suggested eliminating the stop at Innovation Drive. Two people indicated that the stop at Research Park could be eliminated and one comment stated that the two stops on N. 87th at the Medical Regional Medical Center could be eliminated.
- One person suggested removing Marquette High School from the Downtown Route and adding it to the Medical Center Route to create more ridership on the Medical Center Route.

Fourteen people commented on the alternatives to expand services for the fixed-route service.

- Three people indicated that they were opposed to adding stops to the Medical Center Route, due to the potential for increased travel times.
- Three people stated that they would support the creation of a route serving General Mitchell international Airport (GMIA) and O'Hare International Airport. Two comments indicated that a dedicated route serving GMIA would be beneficial to residents of Washington County if there were multiple runs a day. Another comment supported the creation of the dedicated GMIA Route because it would allow him to commute from Milwaukee to his place of employment in Washington County.
- Two people expressed support for the concept of adding stops to the Medical Center Route, but indicated that they do not want to add stops if doing so would add to their current commute times.
- Two people expressed their opposition to creating a dedicated route to serve GMIA.
- Two people expressed support for adding stops to the Medical Center Route. One person stated they support the addition of the Mayfair Mall stop on the Medical Center Route if the service expanded hours and days of operation to allow people to shop at the mall after work and on weekends. Another person indicated support for the creation of a stop at the Park Place office towers.
- Two people expressed their support for the extension of the Downtown Route to include service to University of Wisconsin-Milwaukee.
- Two people suggested that a route to the City of Fond du Lac would not generate enough riders to make it viable and should not be considered at the expense of existing routes.

Response: It is unlikely that any services would be added at the same time that an existing route would receive less service. Most likely, the County would only consider providing service to Fond du Lac after committing to continue funding the existing WCCE services.

- One person indicated that the Downtown Route should be extended to include a stop at Schlitz Park.

Response: Extending the Downtown Route to serve Schlitz Park could be explored. The County extended the route to provide access to additional employers in January 2014, and an extension to Schlitz Park would be a similarly minor addition to the end of the route. However, an extension may require adjustments to the Downtown Route's schedule, which could result in additional cost. This potential alternative will be presented to the Advisory Committee for their consideration.

- One person suggested adding a stop at the Milwaukee Intermodal Station along the Downtown Route, noting that would provide riders with access to connecting services to a variety of destinations, including GMIA and O'Hare International Airport.

Response: As with an extension to Schlitz Park, an extension to the Milwaukee Intermodal Station would be a relatively minor change to the existing Downtown Route. However, it would slightly inconvenience current passengers. With limited data on these types of journeys available from the U.S. Census, the County would likely need to survey either Washington County residents, or existing users of the Milwaukee Intermodal Station to see if this additional stop would attract passengers. In addition, it could be argued that the existing service does provide access to the Milwaukee Intermodal Station, as it is only a three-block walk from an existing stop on W. Wisconsin Ave.

- One person suggested adding a stop at the Summit Place complex in West Allis, which could serve nearby office buildings, the MATC Campus, and the shopping center. This individual noted that her office was moving there from Milwaukee County Research Park in summer 2014.

Response: Extending the Medical Center Route to serve Summit Place could be explored. Similar to an extension to Schlitz Park, an extension may require adjustments to the Medical Center Route's schedule, which could result in additional expenses. In addition, it may be difficult to serve the CBS 58 Studios stop if this route modification is implemented. This potential alternative will be presented to the Advisory Committee for their consideration.

- One person stated that they would support the creation of a local shuttle service between the proposed Harford park and ride lot to the existing Richfield park and ride lot, to connect the City of Hartford to existing WCCE services.
- One person indicated that they believed a reverse commute service would not be viable.
- One person expressed their support for a reverse commute service.

Comments Related to Shared-Ride Taxi Alternatives for Washington County

A total of 21 people provided comments specifically related to the proposed shared-ride taxi alternatives for Washington County.

Two people commented on the existing shared-ride taxi services.

- One person complimented the service they received from the Washington County Shared-Ride Taxi.
- One person suggested that Washington County Shared-Ride Taxi should focus on improving customer service and the timeliness of the drivers.

Seventeen people provided comments on the alternatives to expand or modify services.

- Twelve people expressed support for increasing the hours of operation of the Shared-Ride Taxi to better serve entertainment venues and restaurants throughout Washington County. Each of the twelve individuals felt that the County would experience a decrease in impaired drivers if the hours of operation were expanded past 2:00 AM. One person felt that the shared-ride taxi should be offered 24 hours a day to better serve those who work third shift.
- Six people indicated that the Germantown and Richfield area should receive a higher level of taxi service. Two people expressed support for improving service in Germantown and Richfield by stationing taxis at an existing facility in the area (i.e. Fire station or police station). One person indicated that a new facility should be constructed to support the expansion of service to Richfield and Germantown.

Response: Due to the nature of an advance-reservation system—with rides scheduled based on requests for service—stationing taxis in Germantown or Richfield would not result in a higher level of service for residents of southeastern Washington County. Providing a higher level of service would require the implementation of a demand-response service, similar to those services provided by the City of Hartford or the City of West Bend. If the Village of Germantown or the Village of Richfield are interested in developing a demand-response service for their areas, Commission staff would assist those communities in considering and evaluating a demand-response shared ride taxi service.

- Three people stated that they opposed merging the Washington County Shared-Ride Taxi and the Municipal Taxi services.

Response: Merging either or both of the municipal taxi systems would only occur if either municipality elected to discontinue their service. Rather than being an alternative the County could choose, the three differing levels of service were presented to assist the County in considering its options should either or both of the municipal taxi systems be discontinued.

- One comment suggested that the shared-ride taxi service should expand their service area to include areas of Milwaukee County.

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APPENDICES

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Appendix A

**COMMENTS RECEIVED FROM FEBRUARY 14, 2014 THROUGH MARCH 20, 2014,
REGARDING THE WASHINGTON COUNTY PUBLIC TRANSIT PLAN: 2015-2019**

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Appendix A-1

WRITTEN COMMENTS RECEIVED BY MAIL, EMAIL, FAX, OR ONLINE COMMENT FORM

I am a VA rider. I take great pleasure in riding the bus, no hassle or stress during the morning rush hour; Parking is an issue at the VA, so even less stress. In addition, I'm not creating more pollution, and that is great for the environment. To eliminate the medical route would be a tragedy. I'm for increasing the price, adding a bus, or combining a bus; but please do not eliminate the medical route. There are actual veterans that use the medical route to receive their care at the VA. To save time and energy, you can eliminate the stop at the research park, no one gets off during the RUN 3 and no one gets on RUN 17; On average, 3 to 4 people get off (RUN 3) at Froedtert, no one else gets off any other stop, so we spend 20 to 30min going around and around that complex. That is a waste of time. I had to change my work schedule to start at 06:30 AM because of the pick change at Lannon road at 6:51. That was not easy, barely got the approval. I took RUN 19 one evening, pick up at VA, and it was on average 30 plus minutes going around and around the Froedtert complex. That is a lot of time in one place. That is an area that really needs attention. Rumor has it that VA employees start at 7:00am: not true about ten plus of us start at 6:30 because of the schedule (RUN 3, change. Why not drop us off first at the VA, then drop off the 3 to 4 people that stop at Froedtert. Please do not eliminate the medical route.

Silvia Aranda

VA Employee



March 19, 2014

Kenneth R. Yunker
Executive Director
Southeastern Wisconsin
Regional Planning Commission
W239 N1812 Rockwood Drive
PO Box 1607
Waukesha, WI 53187-1607

Dear Mr. Yunker:

On behalf of the Hartford Area Chamber of Commerce and its Board of Directors, we would like to thank you for the opportunity to provide input on the need for expanding and improving public transportation in Washington County.

From our position as the local Chamber of Commerce, we see a need throughout Washington County for increased and accessible cab services for employees, employers and residents, guests and visitors that need a safe ride to and from the various entertainment venues in our area. Many of the businesses are open beyond the current service hours; expanded hours provide greater exposure for all businesses that make our community unique and inviting.

Visitors to Hartford via air travel landing at the airport would benefit from the opportunity to reach out to a call-based cab service to bring them in to the city to visit restaurants, entertainment spots and lodging facilities. Hartford is home to Wisconsin's largest bar and restaurant and expanded transportation service would encourage visitors to stay and play longer. With the US Open coming in 2017, expanded service will be needed in a number of areas beyond visitors coming in from the airport.

Additionally, visiting performers who travel by tour bus would benefit from the opportunity to explore and travel to those same local restaurants and shopping destinations. Business travelers would be able to use the call-based cab service to travel to grocery stores, restaurants or the Schauer Arts Center and know that a safe ride back to their hotel is just a phone call away. Truck drivers passing through town would also be able to access various shops and businesses through expanded service.

And of course, expanded transportation service also provides a safe and secure ride back home when patrons have celebrated too much thereby keeping the motoring public safe and secure.

We encourage members to consider expanded hours for the call-based and shared-ride services. Bringing and transporting visitors safely to and within our community depends on the availability of such services.

Thank you for your consideration.

Regards,

Sarah Andrich, Pres.
Sarah Andrich, First Bank Financial Centre
Hartford Area Chamber Board President

Barbara Laabs
Barbara Laabs
Executive Director

1244-A East Sumner Street | P.O. Box 270305 | Hartford, WI 53027 | 262-673-7002 | www.hartfordchamber.org

From: Ferguson, Gareth A. <Gareth.Ferguson@va.gov>
Sent: Wednesday, March 05, 2014 10:34 AM
To: washingtontransitplan
Subject: 2015-2019 Washington County Development Plan

To whom it may concern:

I would like to begin by commending you all on the wonderful service you provide. I have lived in several different parts on the country and been subject to many lengthy daily commutes during that time. Before moving to West Bend I had never had the privilege of having the choice to use long distance public transportation, but oh how I wish I had. The Medical Center Route drivers are always pleasant/polite, well trained, efficiently on time and your buses are always clean and comfortable. I can honestly say I have zero complaints in regards to customer service.

I will be attending the Wednesday, March 5th meeting in West Bend but I will record my opinions here as well so that my thoughts can be accurately passed on no matter what. I am disheartened to hear that the Medical Center Route is being considered for discontinuation. I, along with my wife and kids, moved to West Bend late last year when I accepted a job at the Milwaukee VAMC. We began our search as we usually do, with the knowledge that my personal vehicle is far less efficient than my wife's and that my work schedule requires me to drive every day, focusing on areas that meet our criteria (schools, community) but most importantly are within biking distance (15 mile radius) of my work. Obviously this pigeon-holed us into the New Berlin-Brookfield-Wauwatosa-West Allis area at first, where homes are more scarce, space is limited, and prices are higher /sq ft. Imagine our delight when we discovered that an entirely new option was available. The WCC Medical Center Route was the defining reason we chose to look, and subsequently settle in Washington County. I cannot stress enough how important it is to me and my family for this route to stay open. For a father of 3 young children, the loss of the \$500-600 per month savings enabled by the commuter bus route would have an egregiously negative impact on the financial and mental well-being of our household.

I would like to voice my opinion (in red) of the options presented at this time:

- Option 1: No change Most preferable, an out of pocket fare increase (cost per mile: \$0.09/mile) is still far better than commuting by personnel vehicle (cost per mile: \$0.25/mile)
- Option 2: Eliminate Medical Center Route 100% opposed to this for the reasons included in this letter
- Option 3: Eliminate Lowest performing runs Would request those runs be identified and information made available to riders. Run 3 and 17 Medical Center is crucial to majority of VA employees as it most closely correlates with typical work schedule.
- Option 4: Raise fares faster than inflation 2nd most preferable, cost per mile riding bus compared to personal vehicle is still significantly cheaper option
- Option 5: Service to additional destinations 50% opposed, I have personally not witnessed an increase in riders with recently added pick up points.
- Option 6: Service to General Mitchell Intl Airport Likely not a plausible option, perhaps less trips or less days operating might make this realistic
- Option 7, 8, and 9: No opinion

In closing, I would like to thank you again for the service you provide and opportunity you are giving for public input. I believe very strongly in the WCC and the importance of its' continuing existence and availability to myself and other medical center employees.

Sincerely,

Gareth Ferguson

General Engineer
Clement J. Zablocki VAMC:
5000 W. National Avenue
Milwaukee WI, 53295
Office: 414-384-2000 x 45726
Cell: 1-414-856-6107

"to the bitter end" - 1st PLT SCCO 2MARDIV

From: Steven Jacoby
Sent: Thursday, March 06, 2014 12:36 PM
To: washingtontransitplan
Subject: Comment on Transit plan

March 6, 2014
FROM: Steven D Jacoby
319 Jefferson St
West Bend, WI 53090
SUBJ: Washington County Transit Development Plan: 2015-2019
To the Washington County Transit Development planners & WCCE

I attended the public information meeting on Wednesday, March 5, 2014 at the West Bend Community Library. I appreciate the opportunity to share my comments with you. I reside in West Bend, but I work at the US Dept of Veterans Affairs in Milwaukee. I utilize the 54th & National ave bus stop on the WCCE Medical Route on a daily basis. I have been riding the WCCE since 2005, at that time the bus routes only stopped along Wisconsin Avenue, after which I would have to take the Milwaukee County bus to get to National Ave. Sometime after I started, the Medical route began and I have been riding the WCCE all this time. I depend on the Medical route each day for transportation. When my wife and I were considering buying our home in 2005; one of the reasons I chose to live in West Bend was the opportunity to participate in the transit program. Obviously I disagree with the alternative to eliminate the WCCE Medical route. I depend this service daily. I want to see the Medical route continue. I commend the drivers of the WCCE, they are always courteous and on-time. I am not opposed to raising fares faster than inflation. \$1.25 through 2019 is not unreasonable. I would support such an increase. I would also support other suggestions such as adding the Marquette High School students to the Medical Route service. This would alleviate crowding on the downtown bus route and provide more riders on the Medical route. I don't understand all the recent changes to route times. I was satisfied with the times prior to Jan 1st, 2014. Nevertheless, now that route times have changed, the WCCE should designate pick-up and drop-off times according to work start times and end times of the passengers. For instance, I work from 7:00-3:30. I would desire to arrive and leave 15-20 minutes away from those times. I believe you must maintain some of the lowest performing routes in order to maintain some flexibility for route users. If there are no after hour options for riding, employees who must stay later at work, people will not be inclined to ride the bus regularly. I support exploring options for adding service to additional destinations within reason. However, I don't believe the reverse commute service to the WCCE is viable. I hope you will accept my comments and thank you for this opportunity. I hope to continue riding the Medical route for years to come.

Steven D. Jacoby

From: Amy Kuba
Sent: Thursday, March 06, 2014 3:20 PM
To: washingtontransitplan
Subject: WCCE - Route changes proposal feedback

Hello. Unfortunately I wasn't able to attend the WCCE transit meeting last night in West Bend; however, I still greatly desire to provide my feedback. I have been a regular, long time rider on the Medical Center Route. I ride daily from Paradise Drive to the Veterans Affairs Medical Center. I depend on this route to get me to and from my work each day. I would STRONGLY REQUEST that the medical center route not be eliminated completely as this route is integral to my transportation needs. To meet my basic needs, I would request a minimum of 2 medical center routes that have an arrival and departure spread of at least 8.5 hours in between. The routes that I ride on consistently seem to have good ridership so I would hope that they continue.

Idea I have that may help with financial issues. If the very large commuter bus is not filled, how about having a smaller, more cost effective commuter shuttle or van make the routes? Or, if necessary to keep a medical center route going, how about having a downtown route round out the route with a stop at the Veterans Affairs Medical Center? I would not be opposed to having a fair increase if that would keep the route going. I would not be opposed to extra stops on the route if it keeps the route going; however, I do need to have 8.5 hours in between to complete a full work day from arrival to departure times. I do think that having a route that goes to Fond Du Lac or the airport would be futile, as I doubt the ridership would be there to justify the cost. I would hate for the funds that I rely on to be redistributed to these new routes that to me appear wasteful. Please, do NOT eliminate the medical center route.

Thank you!

Amy Kuba

From: joshuadieringer@northwesternmutual.com
Sent: Friday, March 07, 2014 10:33 AM
To: washingtontransitplan
Subject: Washington County Transit Development Plan: 2015-2019

I ride the WCCE into downtown Milwaukee. I have been a passenger for almost two years now and I love it. I have read through the 5 year plan and I have a couple concerns that would directly affect me as a passenger. I understand that prices might raise and I can accept that as long as it is reasonable. Consider though that if people have to spend as much to take the bus as it would cost to drive, ridership is certainly going to drop. Raising the prices \$1 on a one way trip is going to start pushing those limits, especially on the shorter rides.

The other concern I have, which is a much bigger concern, is the consideration of adding more stops. Right now I work an 8 – 9 hour workday, but because of travel time it turns out being an 11 – 12 hour day (sometimes even longer). This is a very long day to be away from home, especially when I have a family. Adding more stops to an already long bus ride is going to place a large time burden on a number of passengers. There is no way I would want to pay an extra \$50 dollars a month just to make my work day an hour longer.

Remember that these passengers are not just riding a bus one time to a vacation destination. They are commuting to work, every day (Washington County Commuter Express). Day in and day out they get on this bus to go to work and come home. An hour and a half to two hour ride is just too much for people that do this every day.

Also, with the stops that are planning on being added (Kohl's, Park Place and Mayfair Mall), who would actually ride for those stops? Right now it's a large price break for those traveling down to Downtown Milwaukee. However, for those closer stops, there will not be a price break. It may even be more expensive to ride the bus, especially if they don't have to pay for parking. There may be a number of people working in these building from Washington County, but you may not see many passengers because of the bus may not offer anything better than what they already have.

Thank you for reviewing my comments and concerns and I hope you take them with great consideration toward your plan.

Josh Dieringer
Enterprise Projects & Support
Northwestern Mutual | 720 East Wisconsin Avenue | Milwaukee WI | 53202
☎ 414-665-3351 | ✉ joshuadieringer@northwesternmutual.com


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From: Ann Parris
Sent: Thursday, February 27, 2014 9:19 PM
To: washingtontransitplan
Cc: Work Vhamiwparris
Subject: 2015 - 2019 Washington County Development Plan

To Whom it May Concern:

First of all, I would like to compliment the drivers that drive for WCCE; they all have their passenger's needs coming first and the drivers that remain regular to the same routes daily get to know all of us passengers and will make our trips as efficient as possible.

I was disheartened to read that you are considering eliminating the Medical Routes all together and adding possible routes to Park Place, Mayfair Mall/Nearby Offices, and Kohl's Corporate. The only route that makes sense to add is the UWM route since there are a lot of kids that go to school there from West Bend. Eliminating the Medical Routes would not only be detrimental to my personal life but for all of the fellow riders that have now become my "bus friends" since we all ride the same routes daily. I would be okay with a fare increase, even if it meant me having to pay the difference out of my own pocket verses just out of the funds I receive from the Federal Travel Vouchers that the US Dept. of Veterans Affairs provides to me. The travel vouchers are provided because there is not adequate parking in the VA Lots for both the staff and all of the United States Military Veterans that come to the Milwaukee VA Medical Center to receive the care that they have earned for serving this country.

I personally ride on Run 3 in the morning along with 20 other VA employees daily; all of us begin our day at 6:30 a.m. and work until 3:00 p.m. Monday - Friday. Some of the riders are clinical providers that care for the patients. I would like to see the VA Employees dropped off before the Froedtert and Innovation Employees on Run 3 in the morning since on the days we have to drop people off at Froedtert and Innovation, we don't get to the VA grounds until close to 6:45 a.m. This is unacceptable for my work schedule and there are days I do not take a full 1/2 hour lunch or my Federally authorized (2) 15 minute breaks to make up for the late arrivals. The WCCE bus needs to return to Washington County for the next run, why can't the VA Employees be dropped off first and then on the way back north, the driver could drop the Froedtert staff off then Innovation. The Innovation drop could be dropped in my opinion because there does not seem to be many riders on Run 3 or Run 17. The one Innovation employee we did drop off daily will no longer be able to ride because their offices are moving to an area not serviced by WCCE. Why must the Froedtert staff be dropped off first. If we were to go straight to the VA, we would be there right around 6:15 a.m. and there would be plenty of time for the driver to get to Froedtert. The two stops on the 87th street side of the Froedtert campus need to be completely eliminated, if you want to start behaving like a county bus service with multiple stops, then why not start driving the motor coaches across the VA Campus to drop off those of us that work on the north side of campus and NOT in the VA Hospital or VA Benefits Administration. I personally have about a 3/4 mile walk to and from the bus stop to my building.

If the Froedtert staff have issues, why not combine the VA Medical Center routes with the Downtown Routes since they drive right past the Miller Park exit on their way to and from Downtown. The bus could get off at the Hawley Road Exit, go to National Avenue and then the VA Medical Center Staff can still be dropped off in the front of the Medical Center because there are bus stops on the south side of the frontage road and there are stop and go lights so the bus can get back on National Avenue to then continue downtown by using the Miller Park entrance ramps.

The WCCE service is too valuable for it to be cut completely or the schedules to always be changed. I know you have lost riders from the VA because of all of the schedule changes. Like I previously stated, my personal work schedule is Monday - Friday from 6:30 a.m. - 3:00 p.m. Run 3 and Run 17 need to remain on the schedule, if the time for Run 3 needs to be moved to departing West Bend at 5:20 a.m. to get us to the VA Medical Center prior to 6:30 a.m. that would be acceptable to me. Run 17 needs to remain departing the VA Medical Center at 3:13 p.m. I have included my contact information below.

Thank you,

Ann Parris
West Bend, WI

From: website@sewrpc.org
Sent: Thursday, March 06, 2014 7:24 AM
To: washingtontransitplan
Subject: comment form

Addto mailing: no
Notify me newsletter: yes
Notify public meetings: no
Request briefing: no
First Name: Amanda
Last Name: Zorbini
Email:
Organization:
Mailing Address: 814 Kings Ridge Ct East
City: West Bend
State: WI
Zip code: 53090
phone:

comments: In regards to adding routes: Please consider a route from the West Bend park and ride lot (behind Menards) to the Park Place office towers (11270 W Park Place Milwaukee, 53224). Hopefully there are others who might find this route of use for them to get to work.

From: DeeAnna Clark
Sent: Friday, March 07, 2014 6:49 AM
To: washingtontransitplan
Subject: Information Meetings

I was unable to make the meetings to give my comments due to my work schedule and having very small children at home, but I wanted to make sure I was able to get my input in. I will have been using the WCCE bus for 9 years this May and have used the share ride taxi a number of times. One thing I wish is that the share ride taxi was available to get you to every bus route. My experience with them has been average at best. They have showed up late causing me to rush to find an alternative so that I don't miss my bus, but because of their hours it's unfortunate that I can't utilize them more. I live about 3 miles west of West Bend out hwy 33. Now Run 1 leaves Paradise at 5:16 so with a start time of 5am there is no way to make this route from my house in the morning using the taxi. When I called to ask once they did say they would get me - back when Run 1 left around 5:25 - but they didn't show up by 5:10 so I had to quickly change plans and rush to the bus... they did eventually show up to my house I am told, but far too late to make my bus which they knew about when I scheduled the ride. A long time ago when the north bus stop was at hwy 33 and left a little later it was possible to use the taxi if needed. Now at Paradise it is no longer an option for me. In my experience the people working with the share ride taxi often are kind of rude. I have heard others say this as well. It was also nice back when there was a route to Mayfair. I don't know that it is necessary at all time, but maybe something that would be nice around the holidays for shopping, even a Saturday or Sunday run. I used to sometimes take the WCCE downtown route to work, an MKE bus to Mayfair to do some shopping and then the Mayfair route home. It was very convenient. As far as eliminating runs I just ask that an early run remains. It is important for people in the West Bend area to be able to get back for appointments, school activities, etc. When the noonish run was eliminated in Jan 2013 I quit taking the bus on Fridays because I wanted to get home earlier than the first bus. I see that again there is an early bus now. In addition I just ask that routes not get longer in time. I can make it from my house to my place of employment in 40 minutes but taking the bus with walking/waiting/all the stops I leave work until 3:30pm to make the bus at 3:42pm and end up getting home usually at 5pm... so as the price increases, it becomes less advantageous due to the extra time it takes. I'm sure there will be a million different suggestions to weed through, but wanted to make sure I got my input in. Thanks,
DeeAnna

From: Carrie Zandi
Sent: Tuesday, March 18, 2014 6:50 PM
To: washingtontransitplan
Subject: Washington County Transit Plan Alternatives : Written comments

Thanks to Kevin Muhs for actually listening to us meaning the people and answering our questions to help us better address the issues.

1. Issue of possibly stopping the Medical Center Route, there would be a great loss in doing this loss in, more cars on the road with more possible accidents, less parking for everyone, waste of gas and energy, just a few things.
2. With some asking questions of Froedtert staff what time they start and asking VA staff what time they start we have over half of the staff from the first run in the morning for VA start at 6:30am and Froedtert starts at 7am, so with these findings it is possible to drop off VA staff first and then go to Froedtert then the bus would be heading north and back on its way to start next route. Time and money saved.
3. Why is there no representative for the VA staff on the board?
4. Why would you have a pick up with most of the time no patrons riding the bus every day, we leave the (10-20 staff riding from VA) VA after pick-up and head for Research Drive & Innovation while exiting off Wisconsin Ave. and turning right we go all the way to Hwy 100 turn and go in one big circle and waste a lot of money and pick up no one this doesn't only waste money but a estimated 31 min. daily, of all the on the bus including the bus driver, we then head over to Froedtert and those people also suffer for that 31 min. wasted as they have to be in the elements that much longer. Can you see where I'm going with this idea.

The WCCE service is of great value to many Washington County people, so please don't cut these routes.
Thanks you.
Carrie Zandi
Slinger, WI (Richfield park and ride)

From: website@sewrpc.org
Sent: Monday, March 03, 2014 8:10 PM
To: washingtontransitplan
Subject: comment form

Addto mailing: no
Notify me newsletter: yes
Notify public meetings: no
Request briefing: no
First Name: Janel
Last Name: Hetzel
Email:
Organization1: ADRC of Washington County
Mailing Address1: 333 E Washington St #1000
City1: West Bend
State1: WI
Zipcode1: 53095
phone:

comments:

Hello, I am writing to express my fervent request to add reverse commuter service to the WCCE. I live in Greenfield (southern Milwaukee County) and have commuted to West Bend for work since starting employment with Washington County in February 2008. Each day I see multiple WCCE buses returning from their routes with no passengers on them- driving in the same direction I am going! I would be able to retire if I had a dime for each time I've said to myself or others, "I wish they'd let people ride on their return routes!" If the reverse commuter option is ruled not to be feasible I urge you to consider adding in the route to Mitchell Airport, as I understand from the proposed alternatives that this option would also enable me to commute as well. I sincerely thank you for your consideration of my request. Janel Hetzel, Supervisor of the Aging and Disability Resource Center of Washington County

From: karen.glassman
Sent: Friday, February 28, 2014 2:27 PM
To: washingtontransitplan
Subject: WCCEservice

I have been a long time user of the WCCE service to downtown. This service has been a positive experience for me over the past 14 years for my daily commute from West Bend to downtown Milwaukee for my job.

In reviewing the various proposals, my support would be:

1) acceptance of increased cost for the ride versus decreasing the number of routes (At this time the routes from downtown after 3 PM are many times functioning at capacity where some riders at the end of the route need to wait for the next bus for a seat. This wait can be up to 40 minutes and when the winter weather is here the wait is brutal since there are limited or no bus shelter at pick up sites. I have taken advantage of the earlier route before 3 PM to assist early departure from work or get back to West Bend for an appointment.);

2) potential to explore the use of smaller coach bus or vehicle during the times where there is consistently lower utilization;

3) creation of additional destinations is a great idea: I would not be using or my family the Fond du Lac route and potentially using the airport route, however the majority of air travel my family has done has originated from Chicago O'Hare and we take advantage of the Coach USA. If I had the option of taking a bus to either airport from West Bend I would support the service. Myself or family member ha on average 2-3 airport trips per year.

Sincerely,

Karen A Glassman
414.299.6338 (W)
5655 Colleen Lane
West Bend, WI 53095

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March 21, 2014

Kevin Muhs
Senior Transportation Planner/Engineer
Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187-1607
(submitted via email)

RE: Washington County Transit Development Plan

Dear Mr. Muhs,

Thank you for the opportunity to provide comments for the Washington County Transit Development Plan. Thank you also for extending the deadline for comments by 1 day.

My comments focus on the Washington County Commuter Express (WCCE) and the opportunity to link Washington County residents to jobs at downtown's Schlitz Park, a premier 46-acre office community on the Milwaukee River at the northwestern edge of the Milwaukee's central business district.

More than 4,300 employees work in Schlitz Park, home to major Milwaukee organizations including ManpowerGroup, Time Warner, Aurora, and others that provide financial services, health care, employment, education, technology and other important services. As a reference point, please see the attached Schlitz Park site map, local transit map for Schlitz Park, and WCCE's map of downtown stops.

Schlitz Park is a dense employment hub that continues to grow. The latest addition is UMB Financial Services, an addition of 250 employees to Schlitz Park this summer. Additionally, next week we expect to announce another new tenant that will bring at least another 200 employees to our office complex this summer. Overall, we expect to add another 1000-1500 employees in the next few years.

Tenants at Schlitz Park have expressed concerns specifically about the lack of regional bus options for suburban employees to get to work. Suburban express buses from Washington, Ozaukee, and Waukesha Counties currently do not serve Schlitz Park.

For employees that live in Washington County residences, the WCCE could provide a high quality solution. The final stop of the WCCE is just seven blocks from Schlitz Park. With a minor route extension, the WCCE could quite easily serve Schlitz Park, thereby adding riders and revenue to support WCCE, while providing a desired transportation option for Washington County residents.

To assist in providing detailed information to gauge the immediate potential suburban bus route modifications, we surveyed employees to get a sense of the number of Washington, Ozaukee, and Waukesha County residents that are currently employed at Schlitz Park. In addition, the survey gathered information about employees' likelihood of taking a suburban express commuter bus, their shift times and flexibility, their ideas about reasonable wait times and walking distances, and other information.

Following is a brief snap shot of the key results of the survey, which was distributed by employers at various points between March 10th and March 21, 2014.

Of the 4300 employees at Schlitz Park, 900 responded to the survey (20.9%).

Of the respondents:

- 47 live in Washington County (5%)
- About 18 live reasonably near the Richfield Park-Ride, but outside of Washington County, in Sussex and Menomonee Falls.

A total of 30 of the respondents above have some level of interest in taking the bus.

Following are the responses of this group to the question:

If a convenient and cost effective express commuter bus service were available, I would expect to use the bus at least once a week.

- Definitely: 11 (all indicated that they would likely take the bus 3-5 days per week)
- Very likely: 5 (most indicated they would likely take the bus 3-5 days per week)
- Somewhat likely: 14 (evenly split between 3-5 days per week, 1-2 days per week, and "don't know.")

This response demonstrates a good starting point for WCCE commuter bus service at Schlitz Park.

As such, I respectfully request that a minor WCCE route adjustment be included in the Washington County Transit Plan, so that Washington County-area residents have a high quality transportation option to access jobs at Schlitz Park — while lowering their commuting costs and improving their quality of life.

I look forward to working with you to answer any questions, and develop an efficient and effective employment link between Washington County residents and Schlitz Park jobs.

Thank you for considering this opportunity.

Sincerely,

Gary Grunau
President, Schlitz Park

The Brewery Works, Inc. ~ 1355 N. RiverCenter Drive ~ Milwaukee, WI 53212
414.272.6302 ~ www.schlitzpark.com

From: Angela Drake
Sent: Friday, March 21, 2014 4:04 PM
To: washingtontransitplan
Subject: Washington county transit services

Hello,

I am a resident of Washington County and I strongly believe that having more taxi options would be an amazing contribution to the public. Not only for businesses but for loved ones as well. What parent wouldn't sleep better knowing their child is not out on the road with a drunk driver or the person who has been drinking is getting a safe ride home keeping their child out of harms way? I have been a bartender for over 10 years and experienced many occasions when people really should get a ride home or call someone but never had the services offered in our area at the times they are really needed. Taxis always stopped at 9pm. Recently there was a gentleman who came into the restaurant that had obviously had too much to drink. Someone did try to call someone but they were not able to arrive before 4am since he was the only driver and was busy. The most critical hours for having multiple taxis that would save lives would be 8pm-3am. Let's be honest. Anyone who goes out for dinner or even cocktails after work and has more than a few beers or drinks should not be on the road because more than likely they are above our state legal limit. We cannot stop what is going on but we can supply the tools to try and make a difference. Who hasn't gone out for dinner with some friends and the next thing you know you're feeling a little buzzed. Some people do have a person who can come and get them. Not all of us do. We all know that drinking dulls peoples senses and there ability drive. Well that's not all it does. It also causes people to make those terrible decisions that they may not usually make if they were not under the influence. As a bartender if there are options out there for me/us to help others not make that terrible decision to drive we would do it. I've already taken peoples keys, phones, talked to other customers about driving them home and have even taken a few home myself. I have heard people in this community talk about how it's a crap shoot on how to get home. Can someone please tell me what a person is supposed to do when they know they have drank too much but have no options on how to get home or has to wait over 4 hours to get a ride home? If there is a solution please do share with the public because most are very unaware. I received a DUI almost 10 years ago. Didn't take much but a burnt out license plate light to change my world. I just went out for a friend's birthday and had a few beers and a few shots. I've tested this theory and drank 3-4 beers and a couple shots and did one of those breathalyzers they have at some bars. .08 is the legal limit and I failed. I know for myself I would love the option to be able to call up a taxi and go out and experience all the places Washington county has to offer without worrying how I am going to get home later that night if I happen to have a few to many drinks. Not only does it take the decision to drive out of my hands it saves all the innocent people out there driving. I am now going through another terrible experience and have received my 2nd DUI. I do not go out and drink often. I work 2 jobs to get by and that night I had a Designated driver lined up. I was out celebrating a promotion I got at work and was getting very excited for a vacation I was going on with some friends. I was ready to leave and needed to get home since I worked in the morning. My DD was not yet ready to leave but kept telling me to wait. Like I stated before when alcohol is involved you do not think rationally and all I could do was think about how awful work was going to be if I didn't leave soon. I waited but then came the stupid decision to drive home. My car was already there and I had no other choice in my head at that time. I had no other options. Now I am not only dealing with feeling like a horrible person, I am going to have a ton of lawyer bills and a huge fine and a 2nd DUI that will never leave my record. The only good that came out of this is my friends are a lot more aware that this can and will happen to them if they were to keep going down that road.

I don't see any reason on why it would be a bad idea to get more safe rides and or taxis going all over Washington County. Doesn't our County want to grow and give people ways to travel around without putting themselves or others in any danger.

I hope you take what I say into consideration as I know many people who feel this way as well. Please help the people of this county make smarter decisions with their lives and others. Not to mention giving some businesses opportunities to grow.

Thank you,

Angela Drake

West Bend, WI

From: website@sewrpc.org
Sent: Tuesday, March 11, 2014 3:10 PM
To: washingtontransitplan
Subject: comment form

Addto mailing: no
Notify me newsletter: yes
Notify public meetings: yes
Request briefing: no
First Name: Kristen
Last Name: Wolfram
Email:
Organization: Elevate
Mailing Address: N169 W21005 Meadow Lane
City: Jackson
State: WI
Zipcode: 53037
phone:

comments:

My name is Kristen Wolfram and I am an Intervention Specialist for Elevate (formally The Council on Alcohol and Other Drug Abuse of Washington County). Myself, along with an associate, conduct OWI assessments for Washington County residents. I ask you to please consider the current limited hours that taxi's serve our residents during the evening hours. Bar patrons have very few taxi options, with the shared ride taxi only running until 1:00 a.m. on weekends only. I have heard of one taxi service called "A" Taxi that does run 24 hours, but they only have 1 cab and I know very little about the business. It would be nice if bartenders had taxi's that they could call for their services for their patrons. Too many Washington County residents are choosing to drive themselves home.

From:
Sent: Monday, March 03, 2014 10:03 PM
To: washingtontransitplan
Subject: comments

My husband and I are recent users of the transit system even though we've lived in Washington Co. for 30 years. He started dialysis in July of 2013 and has used the shared ride bus/taxi for transportation to the dialysis center. It's been a wonderful thing making it much easier for him to get there during the cold and stormy weather we've had this past winter. Certainly much easier for me the designated driver.

In the past month he has started radiation treatments at Kraemer Cancer Center in addition to the dialysis. The two of us are going there every day for 29 treatments. It's a wonderful service and we do appreciate it very much. I'm sure there are things that could be done to improve the service, but I'm not sure I can state them at this time.. Thank you.

I'm not sure going to late hours would be worth the additional costs involved or what the ridership would be. Perhaps that would be a way to keep drinkers off the highways.

Again I want to say what a wonderful service it has been for us. the drivers are without fail very courteous and helpful. Very kind.

Elmer & Betty Hallen
1161 Stark Street
Kewaskum, WI

From: Hartford Bid <hartfordbid@netwurx.net>
Sent: Monday, March 03, 2014 5:17 PM
To: washingtontransitplan
Subject: Comments on taxi service in the City of Hartford, Wash. Co.
Importance: High

To: Kenneth R. Yunker, Executive Director SEWRPC
Kevin Muhs, Senior Transportation Engineer, SEWRPC

Thank you for all of the work you have done thus far in the quest to better accommodate our public transportation riders in Washington County. Although I am unable to attend one of the public information meetings, I would like to address reasons for an extended taxi service in the city of Hartford. As the Executive Director for the Downtown Hartford Business Improvement District, one of my main goals is to attract new business to our downtown area and thus attract new customers. The BID currently has 10 businesses that make their money through food and drinks and thus have extended hours of operation to cater to their customers. We also have the Schauer Arts & Activities Center, an award-winning performing arts venue that brings even more people to our district to attend nightly and weekend events with the chance to continue their evening at other establishments within the district. For those who book hotel/motel rooms to visit Hartford and all it has to offer, they must find their own way around after the taxi service has ended early in the evening. In conversations with the hotel/motel managers in the area, they have voiced their frustrations with the fact that business travelers who may not even have a rental car but are here on long-term assignments, are limited as to where and when they can go out in the evening. Wedding parties who stay in these same hotels have to figure out who is driving after a day of celebrating. It would be to everyone's benefit to offer a later taxi service for people such as these. It would not only serve the needs of these individuals but it would also make a great first impression on visitors to our community by showing them that we have made an effort by being accommodating and welcoming. From a tourism perspective (more dollars spent, more room tax acquired), more people would spend longer in our downtown district and thus give rise to merchants staying open longer hours and making it even more of a destination for those looking for entertainment and fun.

Sincerely,

Karin Buhle

Karin M. Buhle
Executive Director
Downtown Hartford Business Improvement District
120 N. Main
Hartford, WI 53027
262-673-7193
www.downtownhartfordwi.com

From: Dave
Sent: Monday, March 03, 2014 2:46 PM
To: washingtontransitplan
Subject: Washington County transit plan

I would be a participant in a 24 hour public transportation plan. I work night shift and this would be useful. It would also help with owi issues.
Thanks, dave phillips

From: Daniel Wing
Sent: Saturday, March 08, 2014 10:24 AM
To: washingtontransitplan
Subject: Washington County Public Transit Plan Alternative

As a resident and tavern owner in Germantown, I strongly encourage Washington County to consider the concerns of taxpayers in Richfield/Germantown area. It is understood that an on demand taxi service with extended hours on the weekends has been put in place with two taxis, one centered in Hartford and one south of West Bend. The idea of providing service for patrons of bars and restaurants is something many will support, not only providing a valuable service to residents but helping small business in the county succeed, and furthermore increasing safety on our streets. I support moves in this direction over bus routes to downtown Milwaukee.

My concerns reflect the concerns of many residents and business owners in the Richfield/ Germantown area. We pay our share of tax but never seem to get our fair share of service, with focus and attention always going to Hartford and West Bend. These communities already have well known city services and/or opportunities for taxis, I believe a focus on Germantown would be more efficient.

One reason cited at the last meeting I attended was the problem with Germantown's location to the border, we can not drive into Milwaukee or Waukesha county. Why? We take buses there!

As a county we take people to do business in other counties, but we refuse to offer a ride home to someone who spent money in our county. Tax dollars misspent if you ask me. I'm not suggesting we drive someone from Germantown to Franklin, but Germantown to Menomonee Falls, Sussex, etc is reasonable.

I support a taxi stationed in Germantown for the weekend evening hours, no depot required, with a presence in our streets servicing the area, including Richfield. Once patrons are accustomed to actually seeing a taxi, I believe ridership will increase and the residents of Germantown/Richfield can see our fair share in action.

Thank you
Daniel K Wing
N116 W16044 Main St. Germantown
Sent from my iPad

From: White, Tom
Sent: Monday, March 10, 2014 12:22 PM
To: washingtontransitplan
Subject: email comments on Wash. Co. TDP

I just heard about efforts to increase taxi services in Washington County this past weekend, and am unable to attend any of the meetings.

As a lifelong resident of Washington County, it has always amazed me what a pathetic "taxi" service we have. The service hours only appear to be there for taking elderly folks grocery shopping or to their doctors' appointments (not that there is anything wrong with that!). Getting a cab on a Friday or Saturday night after drinking is unheard of. Not only are service hours bad, but it is difficult to find services that go across the county. I live in Richfield, and it is nearly impossible to get a taxi ride.

We are all in agreement that steps need to be taken to reduce drunk driving, yet little is offered in our county to help address situations where one has had too much to drink. Instead, most people just take a chance and drive themselves home after a night of socialization. Even if a premium price was charged, I think that many would still take advantage of the safety of knowing a reliable ride home was available.

-Tom White
Richfield, WI

From: Lori Fisher
Sent: Tuesday, March 18, 2014 10:32 PM
To: washingtontransitplan
Subject: Wash Co Transit Dev Plan 2015-2019

First, I would like to thank you for making sure us bus riders submit our input on the various options you are looking at for 2015-2019. I ride the WCCE bus between West Bend and downtown Milwaukee five days a week. I enjoy riding the WCCE bus and your drivers are great!

WCCE

I would certainly have no objections to paying 25 cents more per ride and would find it surprising if this would result in reduced ridership. People still need to get to work and riding the bus is still a bargain as well as a stress-free ride. Even 50 cents more per ride is still only \$5.00 more per week, assuming a 5-day workweek.

I would be saddened to lose the bus runs northbound from Downtown Route that are prior to 3:30pm. I must admit that I do not often take one of these buses, but I have taken them on occasion and it is great to have that option available.

Service to General Mitchell International Airport would be great. I do not travel by air myself, but those among my acquaintances who do always find it quite a hassle arranging transportation; being able to take the bus would be a welcome relief for them.

I also like the idea of extending the downtown route to UW-Milwaukee.

Shared-Ride Taxi

If the City of West Bend were to discontinue its shared-ride taxi service, I would very much hope that this service would be picked up by the Washington County Shared Ride Taxi. I would also hope that taxi service in West Bend would continue to be on-demand. Many people take the taxi to go to lunch or shopping or other errands, which is not practical if a 24-hour advanced reservation is required. Also, for people who take the cab to and from work, requiring a 24-hour advanced reservation removes the flexibility of working longer hours as the need arises.

I also like the idea of extended service hours on Saturday evening / Sunday morning. We need something to help reduce unsafe driving by patrons of dining and entertainment establishments. Having public transportation available would be a great option to have, and I would hope that many would choose that option.

Again, thank you for inviting the public to share their opinions with you.

Lori Fisher

Appendix A-2

WRITTEN COMMENTS SUBMITTED AT PUBLIC MEETINGS

WRITTEN COMMENT

PUBLIC MEETING

WASHINGTON COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Wednesday, March 5, 2014
West Bend Community Memorial Library
West Bend

Name: Doug Beckstiegel
Affiliation (if any): Resident
Mailing Address: 5526 Point Dr
West Bend, WI
53095

Comment:

MODIFY EXISTING DOWNTOWN MILWAUKEE ROUTE
RETURN ON MICHIGAN AVE, ONE BLOCK SOUTH TO
ST. PAUL ON 4TH TO THE TRAIN STATION, THEN RETURN
TO MICHIGAN AVE TO ORIGINAL ROUTE.
AS IT HAS WASHINGTON COUNTY TO:
- MITCHELL
- MITCHELL FIELD (VIA EXISTING BUS AT STATION)
- O'HARA FIELD (VIA EXISTING BUS AT STATION)
USING FIGURE ESTIMATE OF 27,000 MITCHELL RIDERS & 7,111
ADDS SIGNIFICANT REVENUE, SAVES AND
NEGIGIBLE COSTS.

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 by **March 20, 2014**.

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: washingtontransitplan@sewrpc.org
Website: www.sewrpc.org/washingtontdp

WRITTEN COMMENT

PUBLIC MEETING

WASHINGTON COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Thursday, March 6, 2014
Jack Russell Memorial Library
Hartford

Name: Gabriele Bricegan
Affiliation (if any): Longtime Rider of WCC's Medical Route
Mailing Address: 119 E Lincoln Ave
Hartford WI 53027



Comment:

It was with interest that I attended the public meeting. I have been a regular
Rider of the WCC Medical Route for more than 5 years. About the options
that were presented at the meeting, I understand the need to attract more
riders, especially to the Medical Route. But I do not think that this can be accomplished
by adding additional stops like Park Plaza and Mayfair Mall. The latter had been tried
before and then discontinued due to lack of ridership. Park Plaza is close to Hwy 41/45
and easily reached by employees coming from West Bend, Germantown, Hartford and
Menomonee Falls. It would not be cost effective to take the bus around driving or car
pooling. In fact, adding these additional stops to the Medical Route might cause the
loss of current riders, that are not willing to spend even more time on the bus. I am
currently on the bus for 40 minutes for a distance I could drive in 20.
Here is a suggestion for a new stop: SUMMIT PLACE in West Allis. A Shopping
Center, many office buildings and a nearby MATC campus. This is a stop that
could easily be added to the end of the Medical Route, thereby not exten-
ding the travel time for existing riders. (After the VA come up Greenfield
Ave for a stop at 7th and W. Washington. 7th St has easy access to I 94
and you would already have full time regular riders, which you otherwise
will be losing this summer because our office is moving from the
Research Park to Summit Place.
I would be
Here is the map I promised to send, in my email on 3-20-14.
I am willing to answer further questions. My e-mail is
and my cell phone is

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 by **March 20, 2014**.

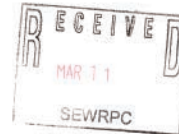
Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail: washingtontransitplan@sewrpc.org
Website: www.sewrpc.org/washingtontdp

WRITTEN COMMENT

PUBLIC MEETING

WASHINGTON COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Tuesday, March 4, 2014
Cabela's of Richfield
Richfield



Name: Michael Woods

Affiliation (if any): _____

Mailing Address: 1377 Homestead Ct
Hubertus WI 53033

Comment:

I THINK A TAXI SERVICE SHOULD BE EXTENDED IN VILLAGES OF
RICHFIELD + GERMAN TOWNSHIP. WE AS TAXPAYERS SHOULD HAVE
THE SAME SERVICE AS OTHER COMMUNITIES IN OUR COUNTY
TO HELP SUPPORT THE BUSINESSES IN OUR VILLAGES. WHY NOT
MOVE THE SUB STATION OUT OF WEST BEND TO GERMAN TOWNSHIP
BECAUSE THAT WEST BEND HAS THEIR OWN TAXI SERVICES?
THANK YOU

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 by March 20, 2014.

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: washingtontransitplan@sewrpc.org
Website: www.sewrpc.org/washingtontdp

WRITTEN COMMENT

PUBLIC MEETING

WASHINGTON COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Tuesday, March 4, 2014
Cabela's of Richfield
Richfield

Name: Norbert Weyer

Affiliation (if any): Weyer Realty Inc

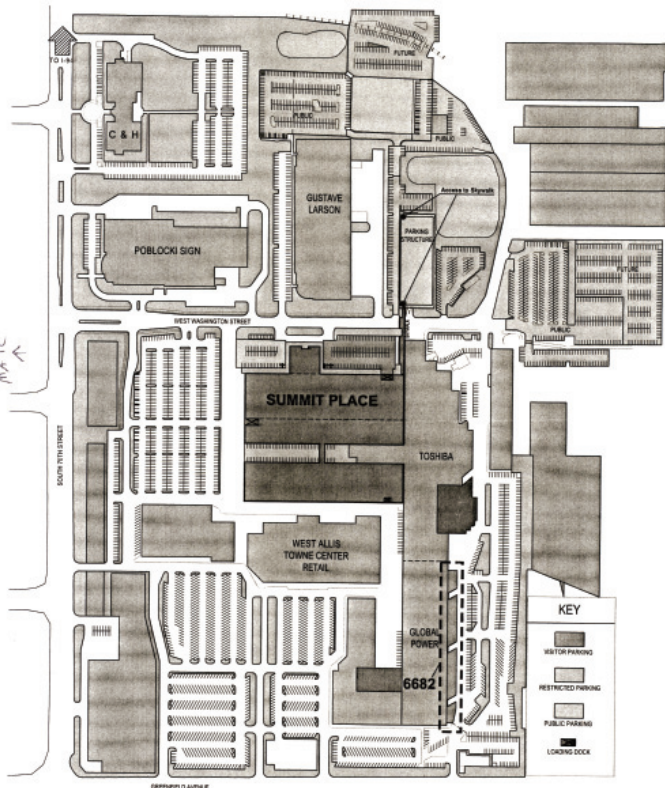
Mailing Address: 1247 Hwy 175
Hubertus WI 53033

Comment:

Richfield Resident and Commercial and
Retail Prop owner Corner of Hwy 175 & Hub Rd.
Weyer limited Partnerships should have
Taxi Service to our Retail area we have
Beauty shops Barber shops and Businesses
where Seniors sit in a room this. We are
Big Tax payers and feel we are being taxed
and receiving no benefits that West Bend, Jackson
and other areas are receiving. Germantown and
Richfield should also be included in the Taxi Service
because we are in favor of this. We would save a lot
Thank you. Would like to hear a response
Norbert Weyer

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 by March 20, 2014.

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
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Website: www.sewrpc.org/washingtontdp



6737 W. WASHINGTON ST. WEST ALLIS, WI • SUMMIT PLACE OFFICE PARK

WRITTEN COMMENT

PUBLIC MEETING

WASHINGTON COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Thursday, March 6, 2014
Jack Russell Memorial Library
Hartford

Name: Steven Ellis
Affiliation (if any): Resident
Mailing Address: 60 E Wisconsin St
Hartford, WI
53061

Comment:

This plan will be great for many reasons. It will provide a safe transportation for people who have been out at bars drinking and do not or should not drive. It will also lower the risks of alcohol related accidents. People who also work early in the morning and do not have transportation back and forth will also benefit from this. Cab company's and drivers will have an increase in income. This plan is a great idea. It will benefit the community in so many ways. I hope my comment will help to pass along this 5 year plan.

Thank You

[Signature]

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send followin the meeting to the Southeastern Wisconsin Regional Planning Commission by **March 20, 2014**.

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: washingtontransitplan@sewrpc.org
Website: www.sewrpc.org/washingtontdp

WRITTEN COMMENT

PUBLIC MEETING

WASHINGTON COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

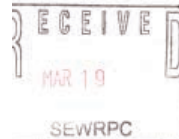
Tuesday, March 4, 2014
Cabela's of Richfield
Richfield

Name: Hidi McKenna, Sterling Chalt
Affiliation (if any): Owner
Mailing Address: 1271 Hwy 175
Hubertus WI

Comment:

I own the Sterling Chalt (formerly Richfield Chalt) and often have a need for taxi service late nights after wedding, bangouts etc. For the safety of the community it is essential for the public transit to be available.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send follow the meeting to the Southeastern Wisconsin Regional Planning Commission by **March 20, 2014**.



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
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Website: www.sewrpc.org/washingtontdp

Appendix A-3

ORAL COMMENTS PRESENTED TO COURT REPORTERS AT PUBLIC MEETING

BROWN & JONES REPORTING, INC.

**ORIGINAL
TRANSCRIPT**

**PUBLIC COMMENTS ON
WASHINGTON COUNTY TRANSIT DEVELOPMENT PLAN
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Public comments taken before,
CHRISTINE A. MORAN, Registered Professional
Reporter and Notary Public in and for the State of
Wisconsin, at Cabela's, One Cabela Way, Richfield,
Wisconsin, on March 4, 2014, commencing at 5:30
p.m. and concluding at 7:30 p.m.

735 North Water Street, Suite M185
Milwaukee, WI 53202
(414) 224-9533
(800) 456-9531

WASHINGTON COUNTY TRANSIT DEV. PLAN, 03/04/2014 Page 3

1 TRANSCRIPT OF PROCEEDINGS
2 (Presentation was held.)
3 MR. BURKE: I just wanted taxis to go
4 down to the Germantown area more. There's a lot
5 of them up in West Bend. I just thought it would
6 be nice if they were down in the
7 Richfield-Germantown area, more of them down
8 there. Does that sound good? That's all I
9 wanted.
10 MR. HENNES: My name is Joe Hennes. I'm
11 the owner and operator of Sloppy Joe's in
12 Hubertus. I'd like to note for the record that I
13 think it's imperative that we get a taxi service
14 that would be stationed in the Richfield area
15 that could be available on demand until 2:00 a.m.
16 in the morning.
17 I don't believe there would be a
18 necessity for a brand new depot in Germantown for
19 a taxi. My belief is that taxi drivers could
20 utilize existing businesses or government
21 buildings, such as the police station in
22 Germantown, or the village Hall in Richfield.
23 It would be great if the on demand
24 service could be extended to all days of the week
25 and until 2:00 a.m. in the morning.

Bj

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A-10

WASHINGTON COUNTY TRANSIT DEV. PLAN, 03/04/2014 Page 2

1 A P P E A R A N C E S
2 SOUTHEASTERN WISCONSIN REGIONAL PLANNING
3 COMMISSION, by
4 MR. KEVIN MUHS,
5 W239 N1812 Rockwood Drive,
6 P.O. Box 1607,
7 Waukesha, Wisconsin 53187-1607
8
9 * * * * *
10
11 Speaker Page
12 Michael Burke 3
13 3468 State Road 167
14 Richfield, Wisconsin 53076
15 Joe Hennes 3
16 3721 Hubertus Road
17 Hubertus, Wisconsin 53033
18 Scott Pecor 4
19 N116 W16218 Main Street
20 Germantown, Wisconsin 53022
21
22 * * * * *
23
24
25

Bj

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WASHINGTON COUNTY TRANSIT DEV. PLAN, 03/04/2014 Page 4

1 And then just as business owners of bars
2 and restaurants, we are consistently asked about
3 services available to get patrons home safely.
4 We have personally transported customers home
5 ourselves because the existing on demand service
6 takes way too long to pick up customers or, in
7 some situations, never show.
8 In summary, I believe that it is
9 critical to have a taxicab that could be located
10 in the Richfield and Germantown areas to provide
11 service for customers in a much more efficient
12 manner and a cost effective manner without
13 building an additional depot. That's it.
14 MR. PECOR: I'm Scott Pecor. I have
15 Bub's Irish Pub in Germantown, Wisconsin. In
16 2013 we gave over 400 rides to people to local
17 hotels, or their homes, with our own in-house
18 private shuttle. And we have called the County
19 on dozens and dozens of occasions, and nobody has
20 ever, ever, ever come and picked up anybody from
21 our place.
22 We're at a point now where no taxi
23 services, nobody from Milwaukee County, Ozaukee
24 County, Washington County, nobody will pick up
25 any of our patrons from Bub's. And on a typical

Bj

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1 Saturday band night we might have five to 700
 2 people, and we have people that need rides home,
 3 and -- they need a ride home and they can't get
 4 it. So we're definitely in favor of trying to
 5 get some type of service in the
 6 Germantown-Richfield area to help us out. That's
 7 it.

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1 STATE OF WISCONSIN }
 2 MILWAUKEE COUNTY } SS:
 3 I, CHRISTINE A. MORAN, Registered
 4 Professional Reporter and Notary Public in and for
 5 the State of Wisconsin, do hereby certify that the
 6 public comments were recorded by me on March 4,
 7 2014, and reduced to writing under my personal
 8 direction.

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

14 In witness whereof, I have hereunder set
 15 my hand and affixed my seal of office at Milwaukee,
 16 Wisconsin, this 10th day of March, 2014.

Christine A. Moran

Notary Public

In and for the State of Wisconsin

My Commission expires November 23, 2014.

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ORIGINAL
TRANSCRIPT

PUBLIC COMMENTS ON
WASHINGTON COUNTY TRANSIT DEVELOPMENT PLAN
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Public comments taken before LAURA MOORE,
a Registered Professional Reporter and Notary Public in
and for the State of Wisconsin, at West Bend Community
Memorial Library, 630 Poplar Street, West Bend,
Wisconsin, on March 5, 2014, commencing at 5:30 p.m. and
concluding at 7:30 p.m.

735 North Water Street, Suite M185
Milwaukee, WI 53202
(414) 224-9533
(800) 456-9531

SEWRPC, 03/05/2014

2

A P P E A R A N C E S

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION, by
MR. KEVIN MUHS;
MR. C. TERRENCE ANDERSON;
MR. ERIC LYNDE,
W239 N1812 Rockwood Drive,
P.O. Box 1607,
Waukesha, Wisconsin 53187-1607.

* * * * *

Speaker	Page
Tom Froehlich.....	3
1805 Creek Road, West Bend, Wisconsin 53090	

TRANSCRIPT OF PROCEEDINGS

(Presentation was held.)

MR. FROELICH: My suggestion was similar
to the noon downtown bus that continues on through
to pick up medical center people, why not have also
one of the late downtown buses continue on and stop
at the medical center -- and I'm trying to think of
the term for regional -- medical center and the
research park -- I lost my train of thought. Just
basically have a night bus, a downtown bus, swing
through and stop at the medical center and research
park to pick up those people. By having a later
bus, it may produce more riders, because currently,
without having -- the latest bus I think is 5:00.
Without having a later bus, a lot of people are
hesitant to take the bus, because if they have to
work late, they may get stuck down in that area
without a later bus to take home. I guess that's
it.

(Proceedings concluded at 7:30 p.m.)

BROWN & JONES REPORTING, INC.
414-224-9533

SEWRPC, 03/05/2014

4

STATE OF WISCONSIN }
COUNTY OF MILWAUKEE } SS:

I, LAURA MOORE, a Registered Professional
Reporter and Notary Public in and for the State of
Wisconsin, do hereby certify that the above public
comment was recorded by me on March 5, 2014, and reduced
to writing under my personal direction.

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

In witness whereof I have hereunder set
my hand and affixed my seal of office at Milwaukee,
Wisconsin, this 12th day of March, 2014.


Notary Public
In and for the State of Wisconsin

My Commission Expires: December 17, 2017.

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1	A P P E A R A N C E S
2	SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION, by
3	MR. C. TERRENCE ANDERSON, and
4	MR. KEVIN J. MUHS,
5	W239 N1812 Rockwood Drive,
6	P.O. Box 1607,
7	Waukesha, Wisconsin 53187.
8	* * * * *
9	Speaker:
10	Dennis Hegy.....
11	115 Martin Drive,
12	Hartford, Wisconsin 53207
13	Wayne Rusniak.....
14	118 Kenni Ann Court,
15	Hartford, Wisconsin 53027
16	Roger Randolph.....
17	1305 Garfield Lane,
18	Hartford, Wisconsin 53027
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1	-----
2	PUBLIC COMMENTS ON
3	WASHINGTON COUNTY TRANSIT DEVELOPMENT PLAN
4	SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
5	-----
6	Public Comments taken before DANNIELLE
7	K. COPELAND, Registered Professional Reporter,
8	Certified Realtime Reporter and Notary Public in and
9	for the State of Wisconsin, at Jack Russell Memorial
10	Library, 100 Park Avenue, Hartford, Wisconsin, on
11	March 6, 2014, commencing at 5:30 p.m. and concluding
12	at 7:30 p.m.
13	ORIGINAL
14	TRANSCRIPT
15	
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BROWN & JONES REPORTING, INC.
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1	TRANSCRIPT OF PROCEEDINGS
2	DENNIS HEGY: My comment is going to
3	be we should do whatever we can to
4	maintain continued operation of the Hartford city
5	taxi because --
6	WAYNE RUSNIAK: The city taxi has been
7	in operation here for how many years, 20?
8	DENNIS HEGY: I can't tell you for sure,
9	but it's been a pretty long time.
10	WAYNE RUSNIAK: A long time, we've had a
11	city taxi here in Hartford.
12	DENNIS HEGY: And it is pretty well
13	utilized, and I believe if it went to a countywide
14	taxi, we would lose a lot of the service. I know
15	there are people using it to go to work and meet
16	people that are being picked up, and I don't think
17	you're going to get that same level of service if
18	you go to a bigger area, so I would like to see
19	the city's taxi maintained, and yes, I understand
20	that's our funding, but there is shared funding
21	and I don't want to see that get cut off.
22	WAYNE RUSNIAK: That's pretty much it
23	from both of us.
24	
25	

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1 ROGER RANDOLPH: It all was good but I'm
 2 in favor of the shuttle service that would go from
 3 Hartford to Richfield. I think that's, you know,
 4 a good option for us rather than run a big bus
 5 back and forth. Take it back and forth and people
 6 can get there and go whichever way they want to
 7 go. That's my two cents.

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

4 I, DANNIELLE K. COPELAND, Registered
 5 Professional Reporter, Certified Realtime Reporter and
 6 Notary Public in and for the State of Wisconsin, do
 7 hereby certify that the above Public Comments were
 8 recorded by me on March 6, 2014, and reduced to writing
 9 under my 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 7th day of March, 2014.

18
 19
 20
 21
 22
 23
 24
 25

D. Copeland
 Notary Public
 In and for the State of Wisconsin

My Commission Expires: October 18th, 2015.

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Appendix B

**ATTENDANCE RECORDS OF PUBLIC MEETINGS
HELD MARCH 4, 5, AND 6, 2014**

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PUBLIC MEETING FOR WASHINGTON COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Sign-In Sheet

DATE: March 4, 2014

TIME: 5:30 p.m.

PLACE: Cabela's of Richfield
One Cabela Way
Richfield, WI

	<u>Name (Please Print)</u>	<u>Agency/ Organization Represented</u>
1.	Carrie Waschitz	VA
2.	Carrie Zandi	VA
3.	Butte Gray	Chase
4.	Michael S Snow	Greenview Co.
5.	Dan Goetz	Wash Co
6.	Dave Rantz	WB Daily News
7.	KEN BRANDT	WA Co TRANSIT Comm.
8.	Rick Gundrum	Wash Cty ADRC Chair
9.	Tom Wondra	Washington County Highway
10.	Leza Thern	GO Rte way Bus Service
11.	Steve Hamilton	Resident/Educator
12.	Gail Wiator	VH Medical Center
13.	Scott Dean	DBS Irish Pub
14.	Don Wine	LoneStar Tavern
15.	Joe Hennes	Sloppy Joe's
16.	Joe Steier	Washington County
17.	Joshua Schumann	Wash. Co.
18.	DON ADRIANO	GO Rte way
19.	MEL EWERT	WASHINGTON CO.
20.	DON KRIEFALL	WASHINGTON CO
21.	MIKE BURKE	ABE RESIDENT
22.	Craig Braidigan	The Public House
23.	Kristine Meinhardt	Rte way
24.	Debra Martin	resident
25.	Ken Miller	resident

PUBLIC MEETING FOR WASHINGTON COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Sign-In Sheet

DATE: March 5, 2014

TIME: 5:30 p.m.

PLACE: West Bend Community Memorial Library
630 Poplar Street
West Bend, WI

<u>Name (Please Print)</u>	<u>Agency/ Organization Represented</u>
1. <u>KATHY McBANE</u>	
2. <u>TOM & MARY FROELICH</u>	<u>RESIDENT / RIDER</u>
3. <u>MARK SALGARD</u>	<u>Vet Service, Wash. Co.</u>
4. <u>Gareth Ferguson</u>	<u>Resident / Rider</u>
5. <u>Steve Schmeling</u>	<u>City of West Bend Vehicle Maint Dept</u>
6. <u>Angela Sallmann</u>	<u>City of West Bend V.M. Dept</u>
7. <u>Joe Steier</u>	
8. <u>Tom Wondra</u>	<u>Washington County Highway</u>
9. <u>STEVEN A. JACOBY</u>	<u>RESIDENT / WCCF USER</u>
10. <u>LAWRENCE HOFFMAN</u>	
11. <u>Jean Kuri</u>	<u>Resident / Rider</u>
12. <u>PHILIP J. ZIMMER</u>	<u>SELF</u>
13. <u>Keith Lindbeck</u>	<u>Rider</u>
14. <u>Cennie Narveson</u>	
15. <u>Eugene Kopping</u>	<u>Res. Dent</u>
16. <u>Mary Lisowski</u>	<u>Resident Rider WCCF to Child. Hosp.</u>
17. <u>Doug Beckstiegel</u>	<u>SELF</u>
18. <u>Bire Kan</u>	
19. <u>Colleen McKay</u>	<u>GORiteway</u>
20. <u>PHILIP J. ZIMMER</u>	<u>SELF</u>
21. <u>Dan Stoffel</u>	<u>SEURPC / Wash. Co</u>
22. <u>JIM HAGGERTY</u>	<u>Vin OF SLINGER</u>
23. <u>Kerry Thomas</u>	<u>Transit NW</u>
24. <u>Mary Kirby</u>	<u>Children's Hospital / MCW</u>

PUBLIC MEETING FOR WASHINGTON COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Sign-In Sheet

DATE: March 6, 2014

TIME: 5:30 p.m.

PLACE: Jack Russell Memorial Library
100 Park Avenue
Hartford, WI

Name (Please Print)	Agency/ Organization Represented
1. Judy Behlen	
2. Roger Randolph	3 rd Dist (Ald.)
3. MICHAEL HALSEY	RESIDENT
4. Greg Steeno	Go Rite way
5. Tom Wenzel	TAVERN LEAGUE
6. Gabriele Priesgen	Resident
7. Donna Hegy	Hartford alderperson
8. Donna	Resident
9. Joe Dautermann	City of Hartford-Mayor
10. DOUG CARROLL	HARTFORD ALDERPERSON
11. Barry WINTERWGER	3RD DIST ALDERPERSON
12. WAYNE RUSAVIAK	2ND DIST. Alderperson
13. Joe Steier	
14. Dan Goetz	
15. Karen Schmuckler	WISDOT SE Reg
16. Tom Wondra	

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Appendix C

**COMMISSION ANNOUNCEMENTS OF PUBLIC MEETINGS
HELD MARCH 4, 5, AND 6, 2014, AND SUMMARY MATERIALS
DISTRIBUTED AT THOSE MEETINGS**

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PAID NEWSPAPER ADVERTISEMENTS

PUBLIC MEETINGS FOR THE WASHINGTON COUNTY TRANSIT DEVELOPMENT PLAN

Tuesday, March 4, 2014
5:30-7:30 p.m.*
Cabela's
One Cabela Way, Richfield

Wednesday, March 5, 2014
5:30-8:30 p.m.*
West Bend Community Library
630 Poplar Street, West Bend

Thursday, March 6, 2014
5:30-7:30 p.m.*
Jack Russell Memorial Library
100 Park Avenue, Hartford

***Presentation at each: 6 p.m.**

You are invited to attend public information meetings on the **Washington County Transit Development Plan**. The plan is being prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC), at the request of Washington County. The plan will recommend transit service improvements and alternatives for the County to consider over the five-year period from 2015 to 2019.

The meetings will be held in "open house" format, allowing you to attend at any time during the timeframe for each meeting. Information will be provided on alternatives for transit service in the County, including a short presentation made at 6:00 p.m. at each meeting. Your feedback on the alternatives is very valuable to the preparation of the plan. More information about this advisory plan is available on the study website at sewrpc.org/washingtontdp.

A court reporter will be available to record oral comments on the alternatives. **Written comments will be accepted through March 20, 2014**, and may be submitted at the meeting or by U.S. mail, email, or fax (see below). Comments may also be submitted using the study website.

Meeting locations are wheelchair-accessible. Persons needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meetings so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.

PO Box 1607, Waukesha, Wisconsin 53187-1607 Telephone: (262) 547-6721
Fax: (262) 547-1103 Email: washingtontransitplan@sewrpc.org



West Bend Daily News
February 18, 2014

Washington County Post
February 16, 2014

Hartford Times Press
February 14, 2014

GermantownNOW
February 18, 2014

Appendix C-2

PRESS RELEASE AND LIST OF MEDIA OUTLETS

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
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TELEPHONE (262) 547-6721
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NORTH
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RICHMOND
ST. LOUIS
TAYLOR
WASHINGTON
WISCONSIN
WOOD
YAMON



News Release

FOR IMMEDIATE RELEASE

February 24, 2014

Release No. 14-01

For more information:
Kevin Muls,
Senior Transportation Planner
Southeastern Wisconsin Regional Planning Commission
262-547-6721
kyunker@sewrpc.org

WASHINGTON COUNTY RESIDENTS ASKED TO PROVIDE INPUT ON ALTERNATIVES FOR IMPROVING PUBLIC TRANSIT IN THE COUNTY

Three public meetings have been scheduled to gather input from Washington County residents on different alternatives for improving public transit service in the County over the next five years. At the public meetings, attendees will be able to review, ask questions, and provide comments on a series of alternatives developed for improving County public transit services. The meetings will be held:

Tuesday, March 4, 2014
5:30-7:30 pm
Cabela's of Richfield
One Cabela Way, Richfield

Wednesday, March 5, 2014
5:30-8:30 pm
West Bend Community Library
630 Poplar Street, West Bend

Thursday, March 6, 2014
5:30-7:30 pm
Jack Russell Memorial Library
100 Park Avenue, Hartford

The public meetings will be in an "open house" format, allowing residents to attend at any time during the timeframe for each meeting. A short presentation will be given at 6:00 p.m. At any time during each meeting, attendees can leave written comments or speak to a court reporter or staff member to provide oral comments. Written comments may also be submitted through March 20, 2014. All comments will be

- More -

News Release No. 14-01

February 24, 2014

Page - 2 -

considered when developing a final recommended Washington County public transit plan. Comments can be submitted in any of the following ways:

Plan Website: www.sewrpc.org/washingtontdp
E-mail: WASHINGTONTRANSITPLAN@SEWRPC.ORG
Fax: (262) 547-1103
Mail: Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, WI 53187-1607

The transit service improvement alternatives have been developed as part of a short-range, five-year plan for public transit in Washington County. The plan is being prepared by the Regional Planning Commission, working in cooperation with staff from Washington County. Guidance for the plan is being provided by an Advisory Committee made up of representatives from units of government in the County and a variety of agencies with an interest in transportation in the County. The Advisory Committee has approved the transit service improvement alternatives for public comment.

In preparation for the public meetings, the Commission has published the attached newsletter summarizing the alternatives. It contains a brief overview of the study and each of the alternatives being considered by the Advisory Committee.

PCU/C111KJMAjm
#216537
2/20/14

List of Media Outlets

West Bend Daily News
Express News
WBKV/WBWT Radio
WTKM Radio
My Community NOW
Hartford Times Press
Kewaskum Statesman
Milwaukee Journal-Sentinel

WASHINGTON COUNTY TRANSIT DEVELOPMENT PLAN: 2015-2019

Transit Service Improvement Alternatives



NEWSLETTER 1

FEBRUARY 2014

WHAT'S INSIDE

Existing Services
-2-

Performance
Evaluation of Existing
Services
-3-

Commuter Express
Alternatives
-4 & 5-

Shared-Ride Taxi
Alternatives
-6 & 7-

Public Meetings
-8-

ADVISORY COMMITTEE FOR THE WASHINGTON COUNTY TRANSIT DEVELOPMENT PLAN

The Washington County Transit Development Plan is being developed under the guidance of an **Advisory Committee** formed specifically for the plan. Representatives from units of government in Washington County and a variety of agencies with an interest in transportation in the County have been invited to participate in the Committee. A list of the Advisory Committee members can be found on: sewrpc.org/washingtontdp

Washington County and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) are jointly preparing a short-range, five-year plan for public transit services in Washington County. This newsletter summarizes the alternatives developed by the plan's Advisory Committee to improve transit service in the County. Public comments on these alternatives submitted by Thursday, March 20, 2014, will be considered when developing a final recommended Washington County public transit plan for 2015 - 2019.



STEPS COMPLETED TO DATE

- ☒ Evaluate the performance of the Washington County Commuter Express and Shared-Ride Taxi
- ☒ Develop and evaluate transit service improvement alternatives for the Commuter Express and Shared-Ride Taxi that address the performance evaluation and unmet transit service needs identified by the Advisory Committee

NEXT STEPS

- ☐ Obtain public input on the transit service improvement alternatives
- ☐ Prepare a five-year recommended transit service improvement plan for Washington County

TELL US WHAT YOU THINK!

We want to hear your opinion of the alternatives for improving public transit in Washington County. You are invited and encouraged to attend any of the three public information meetings. Times and locations for the public meetings can be found on the back of this newsletter. The public meetings will be in an "open house" format, allowing you to attend at any time during the meeting. To provide comments, please attend one of the public meetings, where you will have the opportunity to leave written comments or speak to a court reporter or staff member to provide oral comments. If you are unable to attend a meeting, you can send written comments in any of the following ways by March 20, 2014:

- Plan Website: www.sewrpc.org/washingtontdp
- E-mail: washingtontransitplan@sewrpc.org
- Mail: P.O. Box 1607, Waukesha, WI 53187-1607
- Fax: (262) 547-1103

All comments will be considered when developing a recommended Washington County public transit plan.

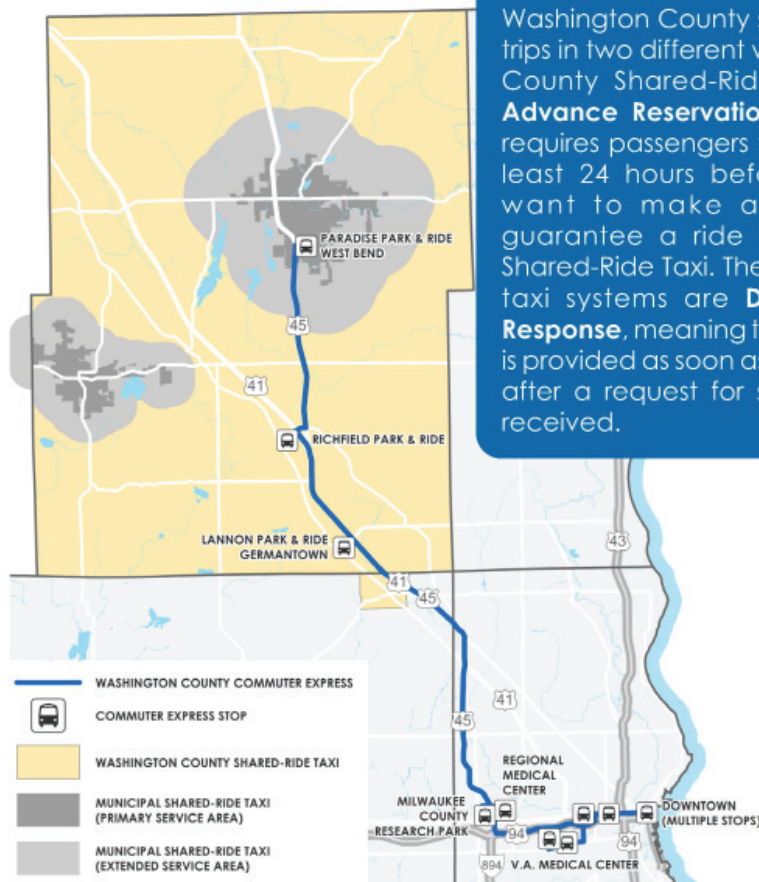
EXISTING PUBLIC TRANSIT SERVICES IN WASHINGTON COUNTY

WASHINGTON COUNTY COMMUTER EXPRESS

The Washington County Commuter Express (WCCE) provides two commuter bus routes that connect Washington County residents to jobs and services at the Milwaukee Regional Medical Center, at the Milwaukee County Research Park, at the Veterans Administration Medical Complex, and in downtown Milwaukee. Washington County residents board the buses at three park and ride lots, in West Bend, Richfield, and Germantown (see map below). The WCCE operates on weekdays, providing traditional-commute service from Washington County to Milwaukee County with eight morning trips to downtown Milwaukee, 10 evening return trips from downtown Milwaukee, and four trips each way to the Milwaukee Regional Medical Center. Passengers pay \$3.75 one-way, or \$32.50 for 10 one-way tickets. Ridership has grown over the past decade, with 127,600 passenger trips made in 2011.

WASHINGTON COUNTY SHARED-RIDE TAXI

Using a fleet of sedans and accessible vans, the Shared-Ride Taxi provides door-to-door service throughout the County and a northern part of Menomonee Falls. The Shared-Ride Taxi does not serve rides where both ends of the trip are within Hartford or within West Bend (see below for information on the Hartford City Taxi and West Bend Taxi). The County Taxi service requires advance reservation, and is available Monday through Thursday from 5 a.m. to 10 p.m., Friday and Saturday from 5 a.m. to 1 a.m., and on Sunday from 8 a.m. to 4 p.m. Passengers on the Shared-Ride Taxi may share journeys with other passengers so that the County can more efficiently use vehicles. Fares are distance-based, and range from \$4.25 to \$9.00 for adults, \$3.25 to \$8.00 for students, and \$2.50 to \$5.75 for seniors and people with disabilities. In 2011, the Shared-Ride Taxi provided 99,600 passenger trips.



HARTFORD CITY TAXI

The Hartford City Taxi provides curb-to-curb service within the City of Hartford, and within one mile of its borders in Washington County and ten miles of its borders in Dodge County. The Taxi is a demand-response service, and is available from 6 a.m. to 9 p.m. Monday through Friday, 8 a.m. to 8 p.m. on Saturday, and 9 a.m. to 4 p.m. on Sunday. The standard fare is currently \$3.00 per trip. The Hartford City Taxi provided about 21,000 passenger trips in 2011.

WEST BEND TAXI

Similar to the Hartford City Taxi, the West Bend Taxi provides curb-to-curb service for trips within the City of West Bend or which start or end within two miles of the City's borders. Same as the Hartford City Taxi, the West Bend Taxi is a demand-response service. Residents can use the Taxi from 6 a.m. to 10 p.m. Monday through Saturday, and between 8 a.m. and 4 p.m. on Sunday. The standard fare for the service is currently \$4.00, with the fare for minors, seniors, and people with disabilities currently \$3.00. About 123,000 passenger trips were provided in 2011.

PERFORMANCE EVALUATION OF EXISTING TRANSIT SERVICES

As part of the Washington County Transit Development Plan, the existing County transit services were evaluated by comparing the performance of the Washington County Commuter Express and the Washington County Shared-Ride Taxi to a series of standards developed by the Advisory Committee. These standards were developed to evaluate how effectively the existing County transit services fulfilled the three objectives the Advisory Committee identified

for the transit system. A number of these standards require comparing the two transit services to peer systems from across the country, which were identified as peers because they had similar service types, routes, ridership, budgets, and served areas of a similar density to the Washington County Transit System. The results of this performance evaluation are summarized in the table below, although not all standards are included in this table.

Objective	Standard	Commuter Express	Shared-Ride Taxi
Washington County's public transit system should effectively serve existing travel patterns, meeting the demand and need for transit services, particularly the travel needs of the transit-dependent population.	Major Activity Centers: Maximize the number of major activity centers within one-half mile of a rapid transit route or within the service area of a demand-response service. Major activity centers include commercial areas, educational institutions, medical centers, employers, and facilities serving transit-dependent populations.	Partially Fulfilled Between 10 % and 57 % of Different Types of Activity Centers Served	Fulfilled 100 % Served
	Population: Maximize the number of residents within a 3-mile driving distance of a rapid transit stop or the service area of a demand-response service.	Partially Fulfilled 42 % Served	Fulfilled 100 % Served
	Employment: Maximize the number of jobs within one-half mile of a rapid transit stop, or within the service area of a demand-response service.	Partially Fulfilled 23 % of Milwaukee County Served	Fulfilled 100 % Served
Washington County's public transit system should promote efficient utilization of its services by operating a system that is safe, reliable, convenient, and comfortable for users.	Frequency and Availability: Rapid transit services should operate at least every 30 minutes during the weekday peak period. Shared-ride taxi services should offer a response time of 45 minutes or less in urban areas and four hours or less in rural areas.	Fulfilled Service Every 30 Minutes	Not Fulfilled 24-hr Advance Reservation
	Travel Speeds: Average travel speeds for each trip should be more than 25 m.p.h. for rapid transit services, and more than 10 m.p.h. for demand-responsive services.	Fulfilled At Least 27 m.p.h.	Fulfilled At Least 28 m.p.h.
	Passenger Demand: The ratio of passengers to seats should not exceed 1.00 during any period for rapid transit and demand-responsive services.	Fulfilled Max 1.00	Fulfilled Max 1.00
	Ridership and Service Effectiveness: Transit services should not be more than 20 percent below the median of the peer comparison group on four measures: Passengers per capita, Passengers per vehicle hour, Passengers per vehicle mile, and Passenger miles per vehicle mile.	Partially Fulfilled Meets 2 Out of 4 Measures	Fulfilled Meets All 4 Measures
	On-Time Performance: Transit services should have more than 90 percent of trips on time—defined as being between 0 minutes early and 3 minutes late for fixed-route services and between 15 minutes early and 15 minutes late for demand-response services.	Fulfilled 91 % of Runs On Time	Fulfilled 96 % of Trips On Time
	Travel Times: The ratio of transit to automobile travel time should be less than 2.0.	Fulfilled 1.45 or Less	Fulfilled 1.75 or Less
	Fare Structure: The fare policies for transit services should provide for premium fares for premium services, as well as discounted fares for priority population groups and frequent transit riders.	Fulfilled	Fulfilled
Washington County's public transit system should be economical and cost effective, meeting all other objectives at the lowest possible cost. Given limited public funds, achieving this objective may result in some standards becoming unattainable.	Operating Expenses: Transit services should not exceed the median increases experienced by peer transit systems on five measures: Annual increases in the operating expense per total and revenue vehicle mile, Operating expense per total and revenue vehicle hour, and Operating assistance per passenger.	Partially Fulfilled Meets 2 Out of 5 Measures	Partially Fulfilled Meets 1 Out of 5 Measures
	Cost Effectiveness: The operating cost per passenger and operating expense per passenger mile should not be more than 20 percent above, and the farebox recovery ratio more than 20 percent below, the median for peer transit systems.	Fulfilled Meets All 3 Measures	Partially Fulfilled Meets 2 Out of 3 Measures

Following the performance evaluation of the County's existing transit services, a series of possible alternatives for future transit services were developed based on the results of the performance evaluation, an assessment of unmet transportation needs, and suggestions from members of the Advisory Committee guiding the plan. These alternatives include not making any changes to either the Commuter Express or

the Shared-Ride Taxi, cutting service if the County needs to reduce funding for either service in the future, and a wide variety of improvements in service that the County could consider.

The public meetings shown on the last page of this newsletter are your opportunity to tell the Advisory Committee which alternatives you prefer.

ALTERNATIVES FOR THE COMMUTER EXPRESS

NO CHANGE ALTERNATIVE

Under the "no change" alternative, the existing Washington County Commuter Express (WCCE) would continue to operate unchanged. This alternative projects a relatively stable budget for the WCCE, with County funding expected to be flat between 2015 and 2019. It assumes a fare increase of \$0.25 in 2016 and again in 2019, so that the fare cost keeps pace with inflation. Ridership is expected to fall slightly over the study period due to those fare increases. This is considered a cautious projection, as ridership will likely grow as congestion increases due to the Zoo Interchange reconstruction. County expenses are expected to increase when compared to 2012, but this is due to the estimated loss of 9,000 riders between 2012 and 2013. More detail is provided by the table on this page.

ELIMINATE THE MEDICAL CENTER ROUTE

Due to budgetary constraints, the County may need to reduce its financial support for the Commuter Express service. If this is necessary, the County could consider discontinuing the Medical Center Route, as it has averaged significantly fewer passengers per bus run than the Downtown Route in recent years. Eliminating the Medical Center Route is expected to reduce the required amount of annual County assistance by \$73,000, and decrease ridership by 27,500 annual revenue passengers by 2019. Under this alternative, the estimated amount of County funding would never be greater than \$150,000 during

the plan timeframe. Changes to the WCCE schedule in 2014 may improve the performance of this route, and could influence the results described in this section.

ELIMINATE THE LOWEST PERFORMING RUNS

If it needs to reduce its financial support for the WCCE, the County could also consider eliminating the eight runs that average less than 10 passengers per day. No longer operating the eight lowest-performing runs would save the County \$91,000 each year by 2019, and reduce annual revenue passengers by 21,000. This alternative would reduce schedule flexibility for passengers of both routes, as the Downtown Route would no longer provide northbound service before

3:30 p.m., and the Medical Center Route would only have two runs in each direction. County assistance for the WCCE would be less than \$135,000 between 2015 to 2019 under this alternative.

RAISE FARES FASTER THAN INFLATION

The County could also consider raising fares at a rate higher than the rate of inflation to reduce the level of County assistance. A \$0.25 fare increase

would reduce the required County assistance approximately \$16,000 per year, but also reduce ridership.

SERVICE TO ADDITIONAL DESTINATIONS

There are a number of additional destinations in the Region that the County could consider serving with the WCCE. The following destinations are major regional

**PROJECTED ANNUAL OPERATING STATISTICS
FOR THE COMMUTER EXPRESS NO CHANGE ALTERNATIVE**

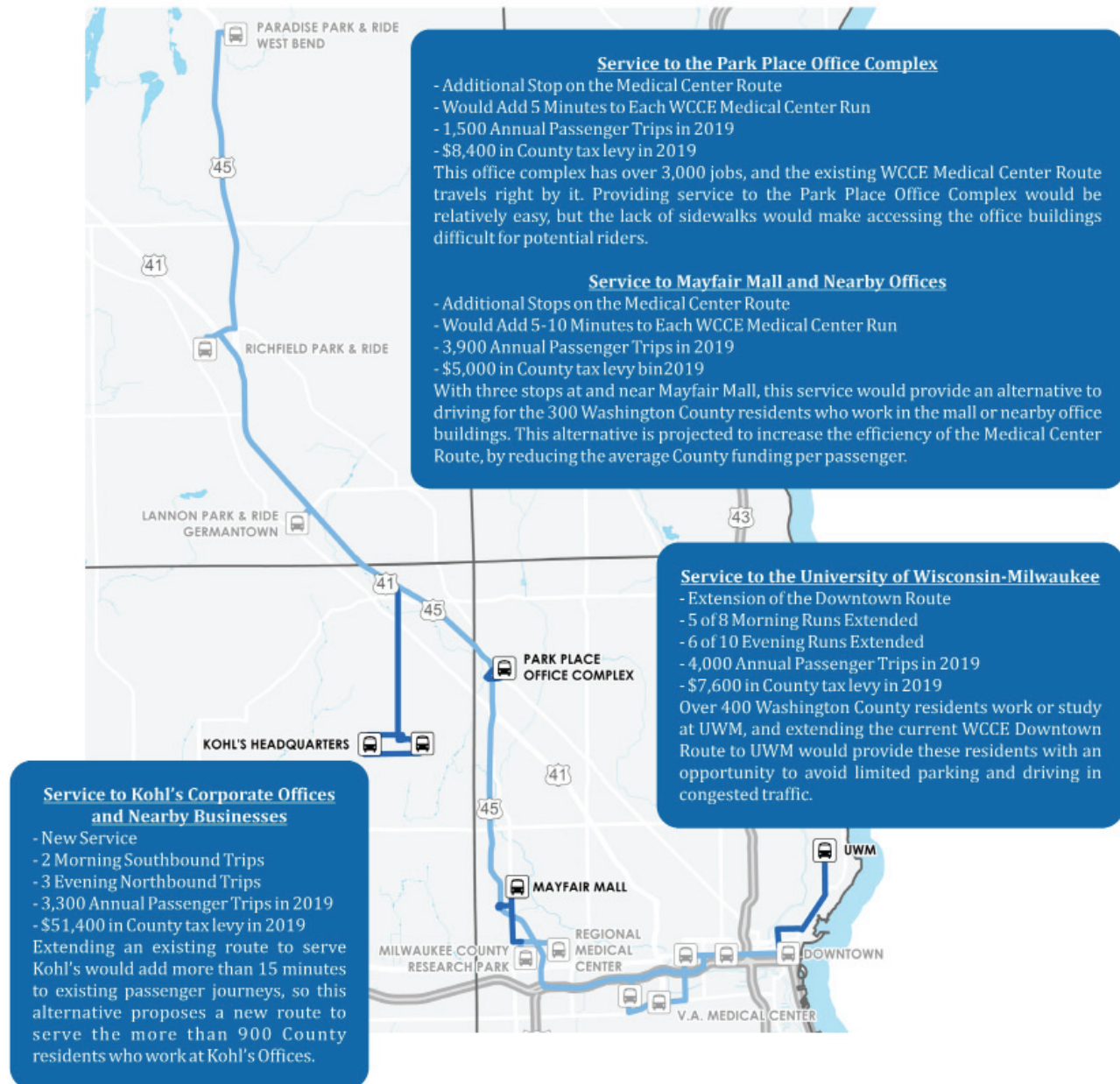
Characteristics	Actual	Projected		
	2012	2015	2019	Average
Service Provided				
Revenue Vehicle Miles	248,900	248,900	248,900	248,900
Revenue Vehicle Hours	9,300	9,300	9,300	9,300
Revenue Passenger Trips	127,500	119,200	116,400	117,700
Operating Expenses	\$1,276,700	\$1,354,800	\$1,466,500	\$1,410,100
Operating Revenues				
Farebox Revenues	\$423,800	\$397,800	\$440,300	\$419,000
Federal Assistance	\$266,600	\$260,800	\$282,300	\$271,400
State Assistance	\$426,900	\$484,300	\$524,300	\$504,100
County Assistance	\$159,400	\$211,900	\$219,600	\$215,600
Total Assistance	\$852,900	\$957,000	\$1,026,200	\$991,100

activity centers that are currently unserved by the WCCE, or are significant employment destinations near the path of the existing Medical Center Route, which has spare capacity for additional riders. All ridership projections and costs are estimates.

Service to General Mitchell International Airport

- New Service
- 10 Trips a Day, 7 Days a Week
- 20,800 Annual Passenger Trips in 2019
- \$403,600 in County tax levy in 2019

This alternative would connect Washington County residents to Mitchell Airport by bus, using the three park and ride lots currently served by the WCCE. In order for any bus service to the airport to attract passengers, it would need to provide them with frequent service so that they would not have to spend significant extra time at the airport, and so that they would be confident that they would be able to return home even if their return flight is late. Because of this unique requirement, bus trips would need to be provided at least 10 times a day, or every 1 to 2 hours.



ADD A NEW ROUTE TO THE CITY OF FOND DU LAC

This alternative would connect West Bend and Kewaskum with Fond du Lac Transit at its downtown transfer zone, and provide direct service to UW-Fond du Lac, Marian College, Moraine Park Technical College, Winnebago Lutheran Academy, and St. Mary's Springs High School. It would be a new route, with one northbound morning run and two southbound evening runs. By providing a connection to Fond du Lac Transit, nearly all of the City would be accessible by transit from Washington County. This service is estimated to require \$52,400 in annual County funding in 2019, and generate about 4,000 annual passenger trips in 2019.

PROVIDE WCCE SERVICE FROM HARTFORD

Providing service from two leased park-and-ride lots along STH 60 in the City of Hartford and the Village of Slinger is estimated to generate between 90 and 110 additional passenger trips each day. This service could be provided in two ways: either a direct service to Downtown Milwaukee with four morning trips and four evening trips returning to Hartford, or a shuttle service that connects the proposed Hartford and Slinger park-and-ride lots to existing services at the Richfield Park-and-Ride using a timed transfer. The latter option would allow Hartford-area residents to

transfer to nearly every run on the existing Downtown and Medical Center Routes, and is expected to be the higher ridership option of the two. The shuttle option is estimated to have 27,100 annual revenue passengers but require only \$39,400 in County funds in 2019, compared to 22,200 annual revenue passengers and \$128,900 in 2019 for the direct service to downtown Milwaukee.

ADD REVERSE COMMUTE SERVICE TO THE WCCE

Two alternatives have been studied to connect Washington County businesses to labor from Milwaukee County. A local shuttle service connecting the end of the Milwaukee County Transit System BlueLine to the Germantown Industrial Park four times each morning and eight times each evening would provide access to 4,600 jobs, and could be expected to have about 11,400 annual passenger trips in 2019. This service would require about \$71,900 in County funding in 2019. Providing an express route along W. Fond du Lac Ave. to the Germantown Industrial Park and the City of West Bend would generate about 21,100 annual passenger trips by 2019. It would utilize some of the same vehicles as the existing WCCE Downtown Route, so its costs (\$106,400 in 2019) would not be significantly more than the local shuttle.

ALTERNATIVES FOR THE SHARED-RIDE TAXI

NO CHANGE ALTERNATIVE

If services remain unchanged until 2019, it is expected that ridership on the County's Shared-Ride Taxi service will be relatively flat, around the average of ridership between 2007 and 2012. Fares are assumed to rise with inflation, with \$0.25 increases in 2016 and 2019. This alternative predicts that the County will have to contribute \$85,800 more in local tax levy to the Shared-Ride Taxi in 2019 than it did in 2012. Capital expenses would likely be manageable, assuming the County is able to continue utilizing Federal funds to provide an 80 percent match for vehicle purchases. An average of \$43,000 in

County property tax levy is expected to be needed to replace existing vehicles as they age. The table on this page displays further detail regarding expected operating revenues and expenses if no significant changes are made to the Shared-Ride Taxi service during the plan timeframe.

**PROJECTED ANNUAL OPERATING STATISTICS
FOR THE SHARED-RIDE TAXI NO CHANGE ALTERNATIVE**

Characteristics	Actual	Projected		
	2012	2015	2019	Average
Service Provided				
Revenue Vehicle Miles	1,258,900	1,258,900	1,258,900	1,258,900
Revenue Vehicle Hours	60,300	60,300	60,300	60,300
Revenue Passenger Trips	92,900	95,400	95,400	95,400
Operating Expenses	\$2,347,900	\$2,524,700	\$2,732,800	\$2,627,700
Operating Revenues				
Farebox Revenues	\$304,900	\$312,900	\$349,200	\$331,000
Federal Assistance	\$408,200	\$436,300	\$472,200	\$454,100
State Assistance	\$1,086,000	\$1,179,500	\$1,276,800	\$1,227,700
County Assistance	\$548,800	\$596,000	\$634,600	\$614,900
Total Assistance	\$2,043,000	\$2,211,800	\$2,383,600	\$2,296,700

RAISE FARES FASTER THAN INFLATION

If the County needs to reduce its level of assistance to the Shared-Ride Taxi service, it is limited to finding operational efficiencies or increasing fares. Because of the nature of a shared-ride taxi service, in which increased ridership results in a roughly proportional increase

in service miles and hours, the County would need to either discourage ridership, find operational efficiencies, or increase the percentage of overall expenses paid by passengers in order to lower the County's costs. To keep the level of County assistance at or below the level provided in 2012 (\$548,800), the County could increase fares an average of \$1.25 over the timeframe of the plan: by \$0.50 in 2015, and \$0.25 in 2017, 2018, and 2019. These fare increases are estimated to reduce ridership by 7,400 annual revenue passengers in 2019.



would need to be divided between the two counties. Merging the two systems may also result in longer average trips, which would increase the estimated cost of this alternative slightly.

OPERATE A SECONDARY TAXI DEPOT IN GERMANTOWN

Operating a secondary depot in or near Germantown is estimated to save the County approximately \$8,100 each year between 2015 and 2019, by reducing vehicle hours by 700. However, a number of potential additional capital and operating costs could offset much, if not all, of these savings, and further discussions between the County and its Shared-Ride Taxi operator would need to be conducted to determine where vehicles would be fueled, how maintenance would be managed, and how staffing would need to change. This alternative would not noticeably change the amount or quality of service provided to residents of Washington County.

EXTEND THE SHARED-RIDE TAXI SERVICE HOURS

Providing longer service hours, until 1 a.m. on Saturday and Sunday mornings, would offer an alternative to unsafe driving to patrons of dining and entertainment establishments and would provide County residents with more flexibility in their travel schedules. Requests for late-night service do not lend themselves to an advanced reservation service, so this alternative proposes that the County operate a demand-response service between 10 p.m. and 1 a.m. on those two days, with drivers available to respond to requests for service on short notice. This type of service is estimated to require \$12,300 in County funding in 2019. This alternative was already implemented by the County in 2014.

MERGE WITH THE CITY TAXI SERVICES

Due to uncertain State transit funding, the Cities of Hartford or West Bend may need to stop their service some time in the future. If this occurs, the County would need to decide if it wants to provide the existing on-demand service within Hartford and West Bend—requiring \$155,700 more County levy in 2019 than operating the existing system—or provide advanced-reservation service in both cities, like the remainder of the County receives currently—requiring an additional \$104,200 in County levy in 2019 compared to operating the existing system. Providing demand-response service within Hartford and West Bend would transfer the city taxis' 134,400 annual passengers to the County Shared-Ride Taxi, while providing uniform 24-hour advance reservation service across the entire County would add only 77,400 annual passengers to the County's service. Neither service is expected to initially affect the County's capital requirements, as the two cities would transfer ownership of their vehicles to the County, but as the vehicles age, replacing them would increase the County's capital expenses. A third option—providing demand-response service with a response time of about 30 minutes across the entire County—would cost significantly more, perhaps as much as \$800,000 more in County tax levy in 2019.

MERGE WITH THE OZAUKEE TAXI SERVICE

Merging the two county shared-ride taxi systems would provide improved service to the residents of each county, but would require creating a uniform fare policy and uniform service hours, as well as signing intergovernmental agreements detailing the funding and management of the system. An estimated 7,100 additional annual passenger trips on the merged shared-ride taxi service would require an additional \$46,500 in local support that

FOR MORE INFORMATION

In addition to the information presented in this newsletter, the plan website contains detailed information about the alternatives as well as other work completed to date for the plan. You can also submit comments or request a briefing by staff.

Kenneth R. Yunker, Executive Director
Southeastern Wisconsin Regional Planning Commission
(262) 547-6721

Kevin Muhs, Senior Transportation Engineer
Southeastern Wisconsin Regional Planning Commission
(262) 953-4288

PUBLIC INFORMATION MEETINGS ON ALTERNATIVES FOR THE WASHINGTON COUNTY TRANSIT SYSTEM

Please Join Us to Learn More and Provide Feedback!

Tuesday, March 4, 2014

5:30-7:30 pm

Cabela's of Richfield
One Cabela Way, Richfield

Wednesday, March 5, 2014

5:30-8:30 pm

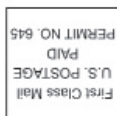
West Bend Community Library
630 Poplar Street, West Bend

Thursday, March 6, 2014

5:30-7:30 pm

Jack Russell Memorial Library
100 Park Avenue, Hartford

A short presentation will be given at 6 p.m. at each meeting. The meeting locations are wheelchair-accessible. Persons needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meetings so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.



SOUTHEASTERN WISCONSIN
REGIONAL PLANNING COMMISSION
W239 N1812 ROCKWOOD DRIVE
PO BOX 1607
WAUKESHA, WISCONSIN 53187-1607

Appendix C-4

PRESENTATIONS GIVEN AT PUBLIC MEETINGS

**WASHINGTON COUNTY TRANSIT DEVELOPMENT PLAN
2015 – 2019**



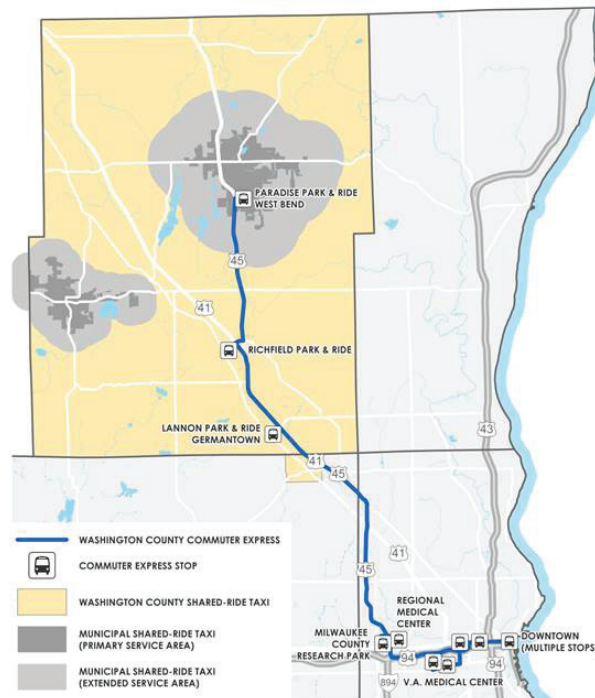
Public Information Meeting
Hartford
March 6, 2014

#216786

TRANSIT PLAN PROCESS



EXISTING SERVICES



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OBJECTIVES & STANDARDS



- ❑ Meet the demand and need for transit services, particularly the travel needs of the transit-dependent population.
- ❑ Operate a system that is safe, reliable, convenient, and comfortable for users.
- ❑ Be economical and cost effective, meeting all other objectives at the lowest possible cost.

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PERFORMANCE EVALUATION



Standard	Commuter Express	Shared-Ride Taxi
Major Activity Centers	Partially Fulfilled	Fulfilled
Population	Partially Fulfilled	Fulfilled
Employment	Partially Fulfilled	Fulfilled
Frequency and Availability	Fulfilled	Not Fulfilled
Travel Speeds	Fulfilled	Fulfilled
Passenger Demand	Fulfilled	Fulfilled
Ridership and Service Effectiveness	Partially Fulfilled	Fulfilled
On-Time Performance	Fulfilled	Fulfilled
Travel Times	Fulfilled	Fulfilled
Fare Structure	Fulfilled	Fulfilled
Operating Expenses	Partially Fulfilled	Partially Fulfilled
Cost Effectiveness	Fulfilled	Partially Fulfilled

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WCCE SERVICE ALTERNATIVES



- ☐ No Change
- ☐ Reduce County Funding
 - Eliminate Medical Center Route
 - Eliminate Lowest Performing Runs
 - Increase Fares
- ☐ Expand Service
 - Service to Additional Destinations
 - Service to Fond du Lac
 - Service from Hartford
 - Reverse Commute Service

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NO CHANGE ALTERNATIVE



PROJECTED ANNUAL OPERATING STATISTICS FOR THE COMMUTER EXPRESS NO CHANGE ALTERNATIVE

Characteristics	Actual	Projected		
	2012	2015	2019	Average
Service Provided				
Revenue Vehicle Miles	248,900	248,900	248,900	248,900
Revenue Vehicle Hours	9,300	9,300	9,300	9,300
Revenue Passenger Trips	127,500	119,200	116,400	117,700
Operating Expenses	\$1,276,700	\$1,354,800	\$1,466,500	\$1,410,100
Operating Revenues				
Farebox Revenues	\$423,800	\$397,800	\$440,300	\$419,000
Federal Assistance	\$266,600	\$260,800	\$282,300	\$271,400
State Assistance	\$426,900	\$484,300	\$524,300	\$504,100
County Assistance	\$159,400	\$211,900	\$219,600	\$215,600
Total Assistance	\$852,900	\$957,000	\$1,026,200	\$991,100

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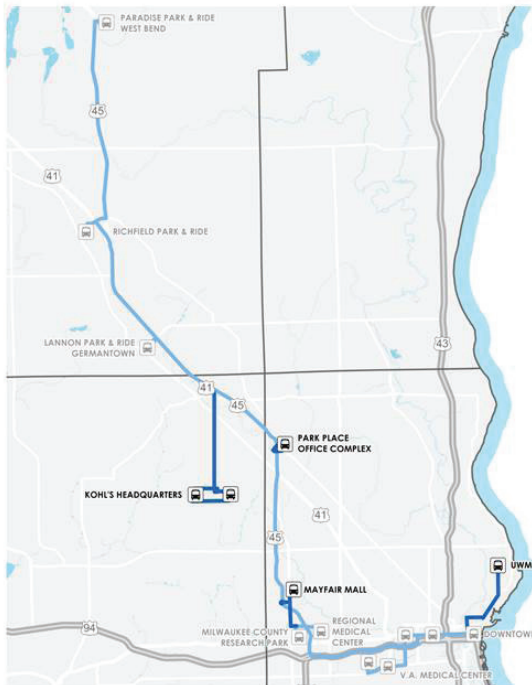
REDUCE COUNTY FUNDING



- ❑ Eliminate Medical Center Route
 - Loss of service area/destinations
 - Annual Passenger Trips decreased by 27,500
 - County Funding less than \$150,000
- ❑ Eliminate Lowest Performing Runs
 - Less schedule flexibility for passengers
 - Annual Passenger Trips decreased by 21,000
 - County Funding less than \$135,000
- ❑ Raising fares at a rate greater than the rate of inflation would decrease County Funding, but also decrease ridership. A \$0.25 increase would reduce County Funding by about \$16,000 annually.

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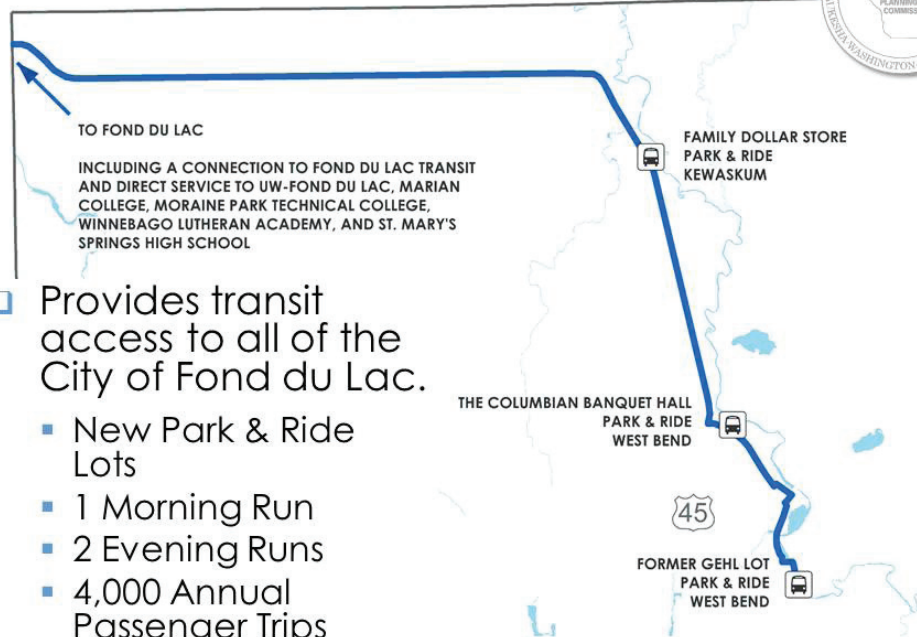
SERVICE TO ADDITIONAL DESTINATIONS



- Kohl's Headquarters
 - Separate, New Service
- Park Place Offices
 - Addition to Medical Route
- Mayfair Mall & Offices
 - Addition to Medical Route
- UWM East Side Campus
 - Addition to Downtown Route
- Mitchell Airport
 - Separate, New Service

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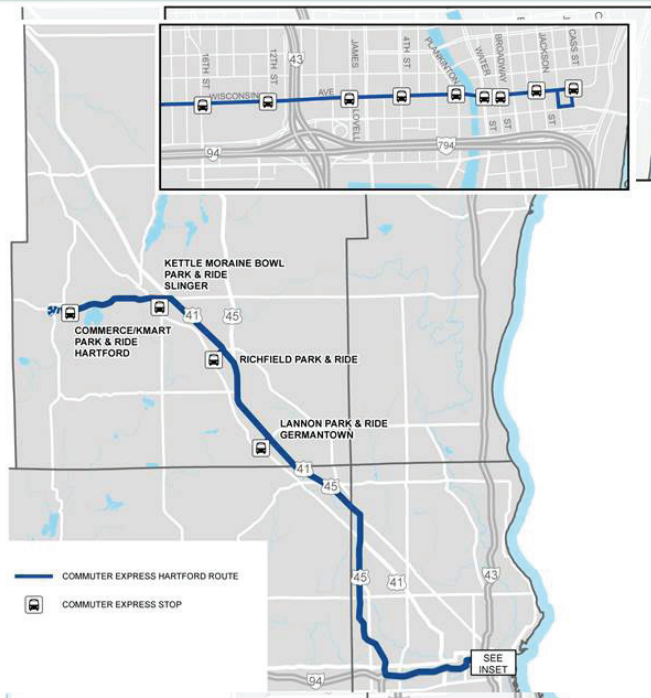
SERVICE TO FOND DU LAC



- Provides transit access to all of the City of Fond du Lac.
 - New Park & Ride Lots
 - 1 Morning Run
 - 2 Evening Runs
 - 4,000 Annual Passenger Trips

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HARTFORD SERVICE ALTERNATIVE



Direct Service

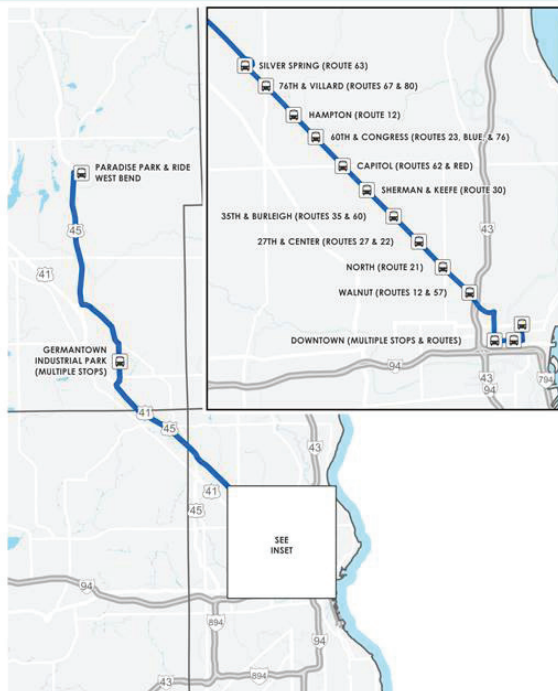
- Less service frequency, limited destinations
- No transfer required

Local Shuttle

- Timed Transfer
- Nearly all existing WCCE runs

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REVERSE COMMUTE SERVICE ALTERNATIVE



Local Shuttle

- Service from MCTS BlueLine at Park Place Offices to Germantown Industrial Park

Commuter Bus

- Service from Downtown to West Bend, including Germantown Industrial Park

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SHARED-RIDE TAXI SERVICE ALTERNATIVES



- ❑ No Change
- ❑ Reduce County Funding
 - Raise Fares
- ❑ Expand Service
 - Merge the County and City Taxi Services
 - Merge with the Ozaukee Taxi Service
 - Operate a Secondary Taxi Depot
 - Extend the Shared-Ride Taxi Service Hours

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NO CHANGE ALTERNATIVE



**PROJECTED ANNUAL OPERATING STATISTICS
FOR THE SHARED-RIDE TAXI NO CHANGE ALTERNATIVE**

Characteristics	Actual	Projected		
	2012	2015	2019	Average
Service Provided				
Revenue Vehicle Miles	1,258,900	1,258,900	1,258,900	1,258,900
Revenue Vehicle Hours	60,300	60,300	60,300	60,300
Revenue Passenger Trips	92,900	95,400	95,400	95,400
Operating Expenses	\$2,347,900	\$2,524,700	2,732,800	\$2,627,700
Operating Revenues				
Farebox Revenues	\$304,900	\$312,900	\$349,200	\$331,000
Federal Assistance	\$408,200	\$436,300	\$472,200	\$454,100
State Assistance	\$1,086,000	\$1,179,500	\$1,276,800	\$1,227,700
County Assistance	\$548,800	\$596,000	\$634,600	\$614,900
Total Assistance	\$2,043,000	\$2,211,800	\$2,383,600	\$2,296,700

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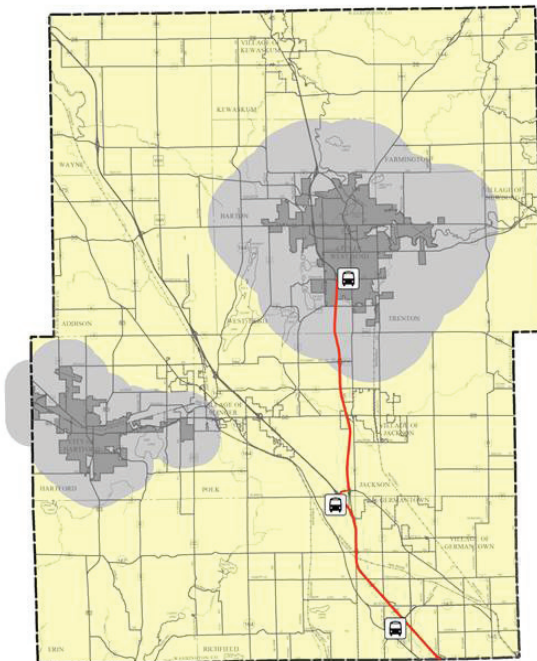
REDUCE COUNTY FUNDING



- ❑ Due to nature of a shared-ride taxi service, either:
 - Raise Fares
 - Find Operational Efficiencies
- ❑ In order to keep County funding flat, fares would need to be raised an additional \$1.25 between 2015 and 2019

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POTENTIAL MERGER WITH CITY TAXI SYSTEMS



- ❑ Service Options
 - Advance Reservation Service
 - Existing Level of Service
 - Demand-Response Service

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ADDITIONAL SHARED-RIDE TAXI ALTERNATIVES



- ❑ Merging the Washington and Ozaukee Shared-Ride Taxi services
 - About 7,100 additional trips
 - \$46,500 in County funding
- ❑ Operate a Secondary Taxi Depot in or near Germantown
 - May save approximately \$8,100 in County funding
- ❑ Extend the Shared-Ride Taxi Service Hours
 - Extend service until 1 a.m. on Fridays and Saturday nights
 - Up to \$12,300 in County funding

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TELL US WHAT YOU THINK



Comments due March 20, 2014

washingtontransitplan@sewrpc.org

sewrpc.org/washingtontdp

P.O. Box 1607, Waukesha, WI 53187-1607

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DISPLAY BOARDS AT PUBLIC MEETINGS

Washington County Transit Development Plan

Washington County and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) are jointly preparing a short-range, five-year plan for public transit services in Washington County.

These boards will guide you through the work completed so far on the plan. Please do not hesitate to ask any of the SEWRPC staff if you have questions, and let us know what you think by submitting written comments or speaking with the court reporter in this room.

What's Been Completed?

- ☑ Evaluation of the performance of the Washington County Commuter Express and Shared-Ride Taxi
- ☑ Development and evaluation of transit service alternatives for the Commuter Express and Shared-Ride Taxi that address the performance evaluation and unmet transit service needs identified by the Advisory Committee

What's Next?

- ☐ Prepare a five-year recommended transit service improvement plan for Washington County
- ☐ The Washington County Board of Supervisors may consider implementing some or all of the recommended transit service improvement plan



The Southeastern Wisconsin Regional Planning Commission (SEWRPC) was established in 1960 as the official areawide planning agency for the southeastern region of the State. It was created to provide objective information and professional planning initiatives to help solve problems and to focus regional attention on key issues of regional consequence. Regional planning provides a meaningful technical approach to the proper planning and design of public works systems, including transit.

Advisory Committee for the Washington County Transit Development Plan

The Washington County Transit Development Plan is being developed under the guidance of an Advisory Committee formed specifically for the plan. Representatives from units of government in Washington County and a variety of agencies with an interest in transportation in the County are participating in the Committee.

After receiving your input on the transit service alternatives presented at this meeting, the Advisory Committee will develop a recommended transit service plan for Washington County.

Members of the Advisory Committee

R.J. Basi	Director of Operations, GoKilley Transportation Group Operator, Washington County Commuter Express
John Bloor	Executive Director, The Threshold, Inc.
Andrew Drosang	Manager of Community Relations, Inland Health
Justin Drew	Director of Planning and Zoning, City of Hartford
Jeffrey Euclide	Chief Nurse Executive, Aurora Medical Center of Washington County
Wes Gaedike	F.D.S. Enterprises, Inc. Operator, West Bend Taxi
Daniel R. Goetz	Supervisor, Washington County Board Chairperson, Washington County Board of Supervisors Transportation Committee
Richard P. Gundum	Supervisor, Washington County Board Chairperson, Aging and Disability Resource Center Board of Washington County Trustee, Village of Singer
Jim Haggerty	Village Engineer, Village of Singer
Mike Hermann	Director of Parks and Recreation, City of Hartford Operator, Hartford City Taxi
Brydie Hill	Executive Director, Interfaith Caregivers of Washington County
Steve Johnson	President, Specialized Transportation Services, Inc. Operator, Washington County Shared-Ride Taxi
Daniel Ludwig	Director of Public Works, Village of Germantown
Linda Olson	Director, Aging and Disability Resource Center of Washington County
Mark Piotrowski	City Planner/Operations Manager, West Bend Department of Community Development
Deborah Reinbold	Programs & Communications Coordinator, Washington County Economic Development Corporation
Steve Schmeling	Manager, West Bend Vehicle Maintenance Department
Joshua Schoemann	Administrator, Washington County
Daniel W. Stattel	Supervisor, Washington County Board Commissioner, Southeastern Wisconsin Regional Planning Commission
Thomas H. Wenzel	Vice President, Tavern League of Washington County
Thomas Wandra	Highway Commissioner, Washington County Highway Department

Existing Transit Services in Washington County

To begin the study, the Committee inventoried existing transit services, including the four public transit services within Washington County, non-profit human transportation services providers, and a private taxi company.



Commuter Express

- Two commuter bus routes to the Milwaukee Regional Medical Center, the Milwaukee County Research Park, the Veterans Administration Medical Complex, and downtown Milwaukee
- Weekday, traditional-commute service
- 8 morning trips to downtown Milwaukee, 10 evening return trips from downtown Milwaukee, and 4 trips each way to the Milwaukee Regional Medical Center
- \$3.75 one-way, or \$32.50 for 10 one-way tickets
- 127,600 passenger trips made in 2011

Shared-Ride Taxi

- Door-to-door service in the County and a portion of Menomonee Falls using a fleet of sedans and accessible vans; does not serve trips entirely within Hartford or entirely within West Bend
- 24-hour Advance Reservation, requiring passenger to schedule trips one day in advance
- Monday - Thursday: 5 am - 10 pm
Friday & Saturday: 5 am - 1 am
Sunday: 8 am - 4 pm
- Distance-Based Fare:
\$4.25 - \$9.00 for Adults
\$3.25 - \$6.00 for Students
\$2.50 - \$5.75 for Seniors and People with Disabilities
- 99,600 passenger trips made in 2011

Hartford City Taxi

- Curb-to-curb service within the City of Hartford, and within one mile of its borders in Washington County and 10 miles of its borders in Dodge County
- Demand Response, providing service as soon as 30 minutes after receiving a request
- Monday - Friday: 6 am - 9 pm
Saturday: 8 am - 8 pm
Sunday: 9 am - 4 pm
- \$3.00 per trip
- 21,000 passenger trips made in 2011

West Bend Taxi

- Curb-to-curb service within the City of West Bend, and within two miles of its borders
- Demand Response, providing service as soon as 30 minutes after receiving a request
- Monday - Saturday: 6 am - 10 pm
Sunday: 8 am - 4 pm
- \$4.00 per trip for Adults
\$3.00 per trip for Minors, Seniors, and People with Disabilities
- 123,000 passenger trips made in 2011

Other Services

- 24-hour taxicab service is provided within the County by A-taxi, which charges distance-based fares.
- Interfaith Caregivers of Washington County and The Threshold provide transportation for seniors and people with disabilities who participate in their programs.

Performance Evaluation of Existing County Transit Services

Following the inventory of existing transit services in the County, Commission staff and the Advisory Committee evaluated the performance of the two County transit services using a series of standards developed from the three objectives identified by the Advisory Committee.

Some standards compare the County's transit services to peer systems from across the country which had similar service types, ridership, and budgets, and served areas of a similar density.

Objective	Standard	Commuter Express	Shared-Ride Taxi
Washington County's public transit system should effectively serve existing travel patterns, meeting the demand and need for transit services, particularly the travel needs of the transit-dependent population.	Major Activity Centers: Maximize the number of major activity centers within one-half mile of a rapid transit route or within the service area of a demand-response service. Major activity centers include commercial areas, educational institutions, medical centers, employers, and facilities serving transit-dependent populations. Population: Maximize the number of residents within a 3-mile driving distance of a rapid transit stop or the service area of a demand-response service. Employment: Maximize the number of jobs within one-half mile of a rapid transit stop, or within the service area of a demand-response service.	Partially Fulfilled Between 10 % and 57 % of Different Types of Activity Centers Served	Fulfilled 100 % Served
	Frequency and Availability: Rapid transit services should operate at least every 30 minutes during the weekday peak period. Shared-ride taxi services should offer a response time of 45 minutes or less in urban areas and four hours or less in rural areas.	Fulfilled Service Every 30 Minutes	Not Fulfilled 30 or Advance Reservation
	Travel Speeds: Average travel speeds for each trip should be more than 25 m.p.h. for rapid transit services, and more than 10 m.p.h. for demand-responsive services.	Fulfilled At Least 27 m.p.h.	Fulfilled At Least 28 m.p.h.
	Passenger Demand: The ratio of passengers to seats should not exceed 1.00 during any period for rapid transit and demand-responsive services.	Fulfilled Max 1.00	Fulfilled Max 1.00
	Ridership and Service Effectiveness: Transit services should not be more than 20 percent below the median of the peer comparison group on four measures: Passengers per capita, Passengers per vehicle hour, Passengers per vehicle mile, and Passenger miles per vehicle mile.	Partially Fulfilled Meets 3 Out of 4 Measures	Fulfilled Meets All 4 Measures
	On-Time Performance: Transit services should arrive more than 90 percent of trips on time—defined as being between 0 minutes early and 3 minutes late for fixed-route services and between 15 minutes early and 15 minutes late for demand-responsive services.	Fulfilled 91 % of Rides On Time	Fulfilled 96 % of Trips On Time
	Travel Times: The ratio of transit to automobile travel time should be less than 2.0.	Fulfilled 1.41 or Less	Fulfilled 1.75 or Less
	Fare Structure: The fare policies for transit services should provide for premium fares for premium services, as well as discounted fares for priority population groups and frequent transit riders.	Fulfilled	Fulfilled
Washington County's public transit system should be economical and cost effective, meeting all other objectives at the lowest possible cost. Given limited public funds, achieving this objective may result in some standards becoming unattainable.	Operating Expenses: Transit services should not exceed the median increases experienced by peer transit systems on five measures: Annual increases in the operating expense per total and revenue vehicle mile, Operating expense per total and revenue vehicle hour, and Operating distance per passenger. Cost Effectiveness: The operating cost per passenger and operating expense per passenger mile should not be more than 20 percent above, and the farebox recovery ratio more than 20 percent below, the median for peer transit systems.	Partially Fulfilled Meets 2 Out of 5 Measures	Partially Fulfilled Meets 1 Out of 5 Measures
		Fulfilled Meets All 3 Measures	Partially Fulfilled Meets 2 Out of 3 Measures

Transit Service Alternatives for the Washington County Transit System

The alternatives shown on the rest of the boards in this room were developed based on the results of the performance evaluation, and unmet needs suggested by members of the Advisory Committee.

The alternatives for each service include: making no changes to public transit services in the County from 2015 to 2019, reducing the cost of providing services by reducing service or raising fares, and expanding services in a variety of ways.

No Change to the Commuter Express

Not changing the Commuter Express between 2015 and 2019 is estimated to result in a relatively stable budget, assuming fares are raised with inflation (\$0.25 increases in 2016 and 2019).

Ridership is expected to fall slightly due to these fare increases, but this is an intentionally cautious projection. Reconstruction of the Zoo Interchange may result in increased ridership, which is not included in this estimate.

Compared to 2012, County funding is expected to increase, but this is due to the decreased ridership experienced in 2013, and funding are not projected to increase during the study period.

PROJECTED ANNUAL OPERATING STATISTICS
FOR THE COMMUTER EXPRESS NO CHANGE ALTERNATIVE

Characteristics	Actual 2012	2015	Projected 2019	Average
Service Provided				
Revenue Vehicle Miles	248,900	248,900	248,900	248,900
Revenue Vehicle Hours	9,300	9,300	9,300	9,300
Revenue Passenger Trips	137,300	119,000	116,400	117,700
Operating Expenses	\$1,274,700	\$1,364,800	\$1,466,300	\$1,410,100
Operating Revenues				
Farebox Revenues	\$423,800	\$397,900	\$460,200	\$412,000
Related Assistance	\$266,600	\$260,000	\$260,300	\$260,000
State Assistance	\$424,900	\$484,300	\$524,300	\$524,100
County Assistance	\$159,400	\$211,600	\$219,400	\$211,400
Total Assistance	\$852,900	\$953,800	\$1,024,200	\$971,100

No Change to the Shared-Ride Taxi

PROJECTED ANNUAL OPERATING STATISTICS
FOR THE SHARED-RIDE TAXI NO CHANGE ALTERNATIVE

Characteristics	Actual 2012	2015	Projected 2019	Average
Service Provided				
Revenue Vehicle Miles	1,258,900	1,258,900	1,258,900	1,258,900
Revenue Vehicle Hours	60,300	60,300	60,300	60,300
Revenue Passenger Trips	92,900	95,400	95,400	95,400
Operating Expenses	\$3,347,900	\$2,534,700	\$2,783,800	\$2,670,700
Operating Revenues				
Farebox Revenues	\$304,900	\$312,900	\$349,200	\$330,000
Related Assistance	\$498,200	\$436,500	\$472,200	\$454,100
State Assistance	\$1,084,000	\$1,179,200	\$1,276,800	\$1,222,700
County Assistance	\$349,800	\$596,000	\$634,600	\$614,900
Total Assistance	\$2,042,000	\$2,211,800	\$2,385,600	\$2,260,700

If the Shared-Ride Taxi service is not changed between 2015 and 2019, it is estimated that ridership will be relatively flat. The estimate here is based on the average of ridership between 2007 and 2012, and also assumes fares are increased with inflation (\$0.25 increases in 2016 and 2019).

This alternative estimates that the County will have to contribute \$85,800 more in local tax levy in 2019 than it did in 2012. Annual capital expenses of about \$43,000 would likely remain about the same, assuming the County could continue to utilize federal funds to cover 80 percent of the costs of vehicle purchases.

Alternatives to Reduce Costs for the Washington County Transit System

With the schedule changes made to the Commuter Express at the beginning of 2014, the County has already made changes to reduce costs and increase ridership.

Unless the rebidding of the operating contracts in 2016 results in cost savings for the County, service would need to be cut or fares would need to be raised if the County chooses to reduce the amount of its tax levy contribution.

Eliminate the Medical Center Route

The Medical Center Route has averaged significantly fewer passengers per bus run than the Downtown Route in recent years. If the County needs to reduce its support for the Commuter Express, eliminating the Medical Center Route would reduce the required County assistance by about \$73,000, and decrease ridership by about 27,500 annual revenue passengers by 2019.

The estimated amount of County funding would never be greater than \$150,000 between 2015 and 2019 under this alternative, but service would be lost to a number of destinations, including the Milwaukee Regional Medical Center, the VA Medical Complex, and the Milwaukee County Research Park.

Eliminate the Lowest Performing Runs

Rather than eliminating an entire route, the County could consider no longer operating Commuter Express runs averaging less than 10 passengers each day. Based on 2012 data, this would result in 8 runs being eliminated, 4 from each route. This reduction in service would decrease the required County assistance by about \$91,000, and decrease ridership by about 21,000 annual revenue passengers by 2019.

The estimated amount of County funding would never be greater than \$135,000 between 2015 and 2019 under this alternative. The service would provide less flexibility for passengers, with the earliest northbound service from downtown starting at 3:30 p.m., and the Medical Center Route providing only two runs in each direction.

Raise Fares Faster Than Inflation

The County could also consider raising fares at a rate higher than the rate of inflation to reduce the level of County assistance for the Commuter Express. A \$0.25 fare increase would reduce County assistance by approximately \$16,000 annually, but would also reduce ridership.


If the County needs to reduce its level of assistance for the Shared-Ride Taxi service, it is limited to finding operational efficiencies or increasing fares. Increased ridership on a shared-ride taxi service results in a roughly proportional increase in service miles and hours. Therefore, to reduce costs the County would need to either discourage ridership, or increase the percentage of overall expenses paid by passengers.

To keep the level of County assistance at or below the level provided in 2012, the County could increase average fares by \$1.25 over the timeframe of the plan: by \$0.50 in 2015, and \$0.25 in 2017, 2018, and 2019. These fare increases are estimated to reduce ridership by 7,400 annual revenue passengers in 2019.

Commuter Express Service to Additional Destinations

There are a number of additional destinations in the Region that the County could consider serving with the Commuter Express.

The destinations discussed here are major regional activity centers that are currently unserved by the WCCE, or are significant employment destinations near the path of the existing Medical Center Route, which has spare capacity for additional riders.



Service to the Park Place Office Complex

- Additional Stops on the Medical Center Route
- Would Add 5 Minutes to Each WCCE Medical Center Run
- 1,500 Annual Passenger Trips in 2019
- \$8,400 in County tax levy in 2019
- This office complex has over 3,000 jobs, and the existing WCCE Medical Center Route travels right by it. Providing service to the Park Place Office Complex would be relatively easy, but the lack of sidewalks would make accessing the office buildings difficult for potential riders.

Service to Mayfair Mall and Nearby Offices

- Additional Stops on the Medical Center Route
- Would Add 5-10 Minutes to Each WCCE Medical Center Run
- 3,900 Annual Passenger Trips in 2019
- \$5,000 in County tax levy in 2019
- With three stops off and near Mayfair Mall, this service would provide an alternative to driving for the 300 Washington County residents who work in the mall or nearby office buildings. This alternative is projected to increase the efficiency of the Medical Center Route, by reducing the average County funding per passenger.

Service to UW-Milwaukee

- Extension of the Downtown Route
- 5:00 AM Morning Run Extended
- as of 10 Evening Runs Extended
- 4,000 Annual Passenger Trips in 2019
- \$7,400 in County tax levy in 2019
- Over 400 Washington County residents work or study at UWM, and extending the current WCCE Downtown Route to UWM would provide these residents with an opportunity to avoid limited parking and driving in congested traffic.

Service to Kohl's Corporate Offices and Nearby Businesses

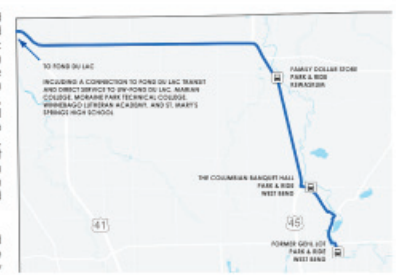
- New Service
- 2 Morning Southbound Trips
- 3 Evening Northbound Trips
- 3,300 Annual Passenger Trips in 2019
- \$51,400 in County tax levy in 2019
- Extending an existing route to serve Kohl's would add more than 15 minutes to existing passenger journeys, so this alternative proposes a new route to serve the more than 300 County residents who work at Kohl's Offices. Limited parking at Kohl's Offices may help generate demand for this service.

Service to General Mitchell International Airport (Not Shown)

- New Service
- 10 Trips a Day, 7 Days a Week
- 20,800 Annual Passenger Trips in 2019
- \$403,600 in County tax levy in 2019
- This alternative would connect Washington County residents to Mitchell Airport by bus, using the three park-and-ride lots currently served by the WCCE. In order for any bus service to the airport to attract passengers, it would need to provide them with the best service so that they would not have to spend significant extra time at the airport, and so that they would be confident that they would be able to return home even if their return flight is late. Because of this unique requirement, bus trips would need to be provided at least 10 times a day, or every 1 to 2 hours. The County could charge a higher fare for this service, which isn't included in these estimates.

Commuter Express Service to Fond du Lac

This alternative would connect West Bend and Kewaskum with Fond du Lac Transit at its downtown transfer zone, and provide direct service to UW-Fond du Lac, Marquette College, Moraine Park Technical College, Winnebago Lutheran Academy, and St. Mary's Springs High School. It would be a new route, with one northbound morning run and two southbound evening runs.



The park-and-ride lots noted on the map are tentative locations where the County could consider leasing spots. By providing a connection to Fond du Lac Transit, nearly all of the City of Fond du Lac would be accessible by transit from Washington County. This service is estimated to require \$52,400 in annual County funding in 2019, and generate about 4,000 annual passenger trips in 2019.

Commuter Express Service from Hartford



Providing service from two leased park-and-ride lots along STH 60 in the City of Hartford and the Village of Singler is estimated to generate between 90 and 110 additional passenger trips each day. This service could be provided in two ways: direct service to Downtown Milwaukee with four morning trips and four evening trips returning to Hartford (shown on map, left), or a shuttle service that connects the proposed Hartford and Singler park-and-ride lots to existing services at the Richfield Park-and-Ride using a timed transfer. The latter option would allow Hartford-area residents to transfer to nearly every run on the existing Downtown and Medical Center Routes, and is expected to be the higher ridership option of the two.

The shuttle option is estimated to have 27,100 annual revenue passengers but require only \$39,400 in County funds in 2019, compared to 22,200 annual revenue passengers and \$128,900 in 2019 for the direct service to Downtown Milwaukee.

Reverse Commute Service on the Commuter Express

Connecting Washington County businesses to labor from Milwaukee County could be accomplished in a variety of ways, two of which are described here.

Any reverse commute service would be somewhat dependent on the economy, as a strong economy would increase Washington County businesses' demand for labor.

Shuttle Service to Germantown Industrial Park

A local shuttle service, possibly provided by smaller vehicles than the existing WCCE motorcoaches, could connect the end of the MCTS BlueLine to the 4,600 jobs in the Germantown Industrial Park.

- 4 morning trips and 8 evening trips
- 11,400 annual passenger trips in 2019
- \$71,900 in County funding in 2019

Express Service to Washington County



Providing an express route along W. Fond du Lac Ave. in Milwaukee County to the Germantown Industrial Park and West Bend would likely attract more riders due to its direct nature and the potential to better connect with the Shared-Ride Taxi service in West Bend to allow passengers to complete journeys. It would also utilize some of the existing vehicles operating the WCCE Downtown Route, and therefore would cost the County only slightly more than providing a local shuttle.

- 4 morning trips and 8 evening trips
- 21,100 annual passenger trips in 2019
- \$106,400 in County funding in 2019

Merge the County and City Taxi Services

Due to uncertainties in State transit funding, the City of Hartford or the City of West Bend may need to stop their service some time in the future. This change is not necessarily expected to occur during the plan timeframe (2015 - 2019), but this series of alternatives looks at various ways the County could respond to the discontinuation of either or both of the city taxi services.

Provide an Advance Reservation Service

The County could choose to continue operating its 24-hour advance reservation service, simply extending its service area to include trips entirely within Hartford or West Bend. This alternative is the least expensive of the three on this board, but would represent a decrease in service level for the residents of Hartford and West Bend, requiring them to reserve a ride one day in advance.

- Estimated increase in County funding: \$104,200 in 2019
- Additional 77,400 annual passenger trips in 2019

Provide the Existing Level of Service

Under this alternative, the County would provide a 24-hour advance reservation service outside of Hartford and West Bend, but would provide demand-response service within the two cities. Continuing to provide a high level of service within Hartford and West Bend could be appropriate given that they are the two most densely developed communities in the County, but could be seen as unfair by residents outside of those two communities.

- Estimated increase in County funding: \$155,700 in 2019
- Additional 134,400 annual passenger trips

Provide a Demand-Response Service

Given that providing a higher level of service within Hartford and West Bend could be seen as unfair by residents of other communities in the County, the Advisory Committee also wanted to consider an alternative where the entire County would receive demand-response service. Under this alternative, residents could place a request for service anywhere within the County and could expect a taxi at their door in as little as 30 minutes. It is difficult to predict the cost of this type of service, as it would be significantly different than what is currently provided, but the additional cost could be quite high.

Providing demand response service across the entire County could cost as much as \$800,000 more in 2019, and would represent a more than doubling of County assistance for the Shared-Ride Taxi service.

Additional Alternatives for the Washington County Shared-Ride Taxi

The Advisory Committee is also considering the following alternatives for the County Shared-Ride Taxi service.

Merge with the Ozaukee Taxi Service

Merging the two county shared-ride taxi systems would provide improved service to the residents of each county, but would require creating a uniform fare policy and uniform service hours, as well as signing intergovernmental agreements detailing the funding and management of the system.

An estimated 7,100 additional annual passenger trips on the merged shared-ride taxi service would require an additional \$46,500 in local support that would need to be divided between the two counties. Merging the two systems may also result in longer average trips, which would increase the estimated cost of this alternative slightly.

Operate a Secondary Taxi Depot

Operating a secondary depot in or near Germantown is estimated to save the County approximately \$8,100 each year between 2015 and 2019, by reducing vehicle hours by 700. However, a number of potential additional capital and operating costs could offset much, if not all, of these savings, and further discussions between the County and its Shared-Ride Taxi operator would need to be conducted to determine where vehicles would be fueled, how maintenance would be managed, and how staffing would need to change.

This alternative would not noticeably change the amount or quality of service provided to residents of Washington County.

Extend the Shared-Ride Taxi Service Hours

Providing longer service hours, until 1 a.m. on Saturday and Sunday mornings, would offer an alternative to unsafe driving to patrons of restaurants and bars and would provide County residents with more flexibility in their travel schedules. Requests for late-night service do not lend themselves to an advance reservation service, so this alternative proposes that the County operate a demand-response service between 10 p.m. and 1 a.m. on those two days, with drivers available to respond to requests for service on short notice. This type of service is estimated to require \$12,300 in County funding in 2019. This alternative was already implemented by the County in 2014.

Tell Us What You Think!

Now that you've reviewed the work Commission staff and the Advisory Committee have completed, help the Advisory Committee plan the future of the Washington County Transit System by giving us your feedback.

Written Comments

Please use the forms available at this meeting to write down any comments you might have.

Verbal Comments

Please speak to the court reporter if you prefer to provide verbal comments.

More Information & Other Ways to Comment

If you would prefer to comment at a later time, please submit comments using one of the following ways:

- Plan Website: www.sewrpc.org/washingtontdp
- E-Mail: washingtontransitplan@sewrpc.org
- Mail: P.O. Box 1607, Waukesha, WI 53187-1607
- Fax: (262) 547-1103

More detailed information about the study is also available on the Plan Website.

Please Submit Your Comments by Thursday, March 20, 2014

All Comments will be entered into the public record, and will be considered by the Advisory Committee as they prepare a recommended public transit service plan for Washington County for 2015-2019.

Appendix D

**NEWSPAPER ARTICLES AND EDITORIALS CONCERNING
THE WASHINGTON COUNTY PUBLIC TRANSIT PLAN: 2015-2019**

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Expansion ideas offered for county bus, taxi lines

Plan will be presented in December

By DAVE RANK
Daily News Staff

A new public bus service to Fond du Lac, merging the three taxi services in Washington County and forming a regional taxi service with Ozaukee County are a few of the ideas coming out of an advisory group preparing a report on the future of public transit for the county.

"The intent is to have information, a draft document, ready for public review in December," Transit Development Plan Advisory Committee Chairman

Daniel Stoffel said Wednesday morning.

The committee offered tentative approval on the plan's Chapter 5, which offers suggested alternatives for the county's Commuter Express and Shared Ride Taxi services.

A public presentation on the plan will be held in December, Southeastern Wisconsin Regional Planning Commission Executive Director Kenneth Yunker said.

"Whatever is recommended here is only advisory," he said. SEWRPC provides the staff support for the advisory committee.

Stoffel also asked that the chapter include an option in which the county reduces its level of funding for those services.

In 2012, the county chipped in \$159,400 to the \$1.27 million budget for bus and taxi services. Federal and state grants and rider fares supplied the rest of the budget.

Stoffel said it would be appropriate to look at the results of a funding cut.

"Add a plan to reduce service. We need to look at both sides," said Stoffel, the county supervisor from the town of Kewaskum. "Partially because of the political climate we're in. Partially, it's to do our job as a committee."

Chapter 5 includes options suggested by committee members, Yunker said, offering estimates on costs, ridership and funding options.

Among the more dramatic suggestions:

- Merge the shared-ride taxi services of Ozaukee and Washington counties. The counties "operate very similar taxi services," Kevin Muhs, SEWRPC senior transportation engineer said. A merger would offer riders greater mobility and generate more rides, but also increase costs, he said.

- Merge the Hartford and West Bend shared-ride taxi services

into the county service. There would be some administrative savings, Muhs said, but decisions would have to be made on blending services and whether other municipalities, such as Germantown, should have equal service.

- Open a county shared-ride taxi service depot in Germantown. This could reduce operating expenses but raises the question on what level of service should be offered to both Germantown and Richfield.

- Add a Commuter Express bus service between West Bend and Fond du Lac. Currently, a donor-funded bus route is offered to local

Please see EXPANSION/A8

Expansion: Changes could come in '15

students who attend either St. Mary's Spring Catholic High School or Winnebago Lutheran Academy, Muhs said, although that private bus service may end. If the county offered a bus link to Fond du Lac it also would serve Moraine Park Technical College, the University of Wisconsin-Fond du Lac, Marian University and connect with that city's public bus service.

- Offer a shuttle service from Hartford and Slinger to link with the county's Commuter Express bus service to Milwaukee.

- Expand Commuter Express bus service to Mayfair Mall area in Wauwatosa, University of Wisconsin-Milwaukee, General Mitchell International Airport, Kohl's corporate headquarters in Menomonee Falls, and the Park Place Office Complex in Milwaukee. All have various degrees of practicality and costs involved.

- Offer a commuter bus service to bring employees from Milwaukee into Washington County, in particular to the Germantown

Industrial Park and West Bend. The county would have to determine if local businesses need such a service, Muhs said.

Any changes to the county's transit services would have to be approved by the County Board following recommendations by its Transportation Committee, Stoffel said.

The earliest any changes could be made would be 2015, Yunker said.

The committee will meet again Dec. 4 to complete its review of the transit system development plan, Stoffel said. The plan then will be presented to the County Board in January.

The advisory committee has been meeting since January to revise a plan SEWRPC first compiled in 1996 and led to the creation of the county's taxi and bus services in 1998 and 1999, respectively.

Committee members come from county government, Hartford, Richfield, West Bend, the state's Department of Transportation, SEWRPC, private transportation

providers and nonprofits offering transit services.

Jackson Park and Ride dedication set

A dedication ceremony for the Jackson Park and Ride on Apple Lane at Highway P, across from the Lake Hasmer access, will be held at 9 a.m. Saturday.

There will be a brief flag ceremony by Boy Scouts Troop 765, a ribbon cutting and speakers. Refreshments will be served.

The paved, 130-space park and ride replaces a 30-space, gravel lot southeast of the highways P and 45 intersection. The new lot is north of that intersection between the highways on Apple Lane. It include a bus turnaround lane and shelter.

A \$275,000 federal Congestion Mitigation and Air Quality Improvement grant was used to pay for construction on the village-owned site.

For more information, call Jackson Director of Public Works Brian Kober at 677-9001.