



Milwaukee County Transit System Development Plan: 2009-2013



Transit Service Improvement Plans



Introduction

Milwaukee County Transit System Development Plan

- Plan for the next 5 years (2009-2013)*
- Focus on fixed-route bus system*
- Evaluated transit system performance*
- Identified unmet transit service needs*
- Will recommend service and capital improvements for next 5 years*



Introduction—continued

Plan being developed by Southeastern Wisconsin Regional Planning Commission (SEWRPC)

- At request of Milwaukee County*
- Together with Milwaukee County Transit System (MCTS) and Milwaukee County Department of Transportation and Public Works*



Milwaukee County Transit Planning Advisory Committee

*The Transit Planning Advisory Committee
guides the work on the plan*

- *Members appointed by the Milwaukee County Executive, including representatives from:*
 - *Transit-dependent populations, minority groups, and business associations*
 - *Wisconsin Department of Transportation*
 - *City and County Public Works Departments*
 - *MCTS*
- *The Committee will propose to Milwaukee County a recommended plan*



Outline for Presentation

- *Overview of the work completed in first stage of study*
- *Review public comments on system performance and unmet service needs*
- *Potential service improvement plans*
- *Remaining Steps*



Work Completed in First Stage of Study

- *Analysis of existing system and service area.*
 - *Existing population and population trends*
 - *Existing employment and employment trends*
 - *Major activity centers*
 - *Characteristics and trends of existing transit system*
- *Transit system performance evaluation*
 - *System Performance*
 - *Comparison to Peer Systems*
- *Potential future direction of system*
- *Identification of unmet transit service needs*



Public Comments on Unmet Transit Service Needs

- *Unserved Areas:*
 - *Need service to extend to far northern and southern portions of County*
- *Lengthy Travel Times:*
 - *Need faster service, provide express bus routes*
- *Service Hours:*
 - *Need more or longer hours of service on high ridership local routes as well as on freeway flyer and UBUS routes*
- *Service Frequency:*
 - *Need 10-minute headways on major routes*



Comments on Unmet Transit Service Needs (continued)

- *Other Unmet Needs:*
 - *Bike racks on buses*
 - *Different types of fare payment such as smartcards, one-day passes, and monthly passes*
 - *Quieter, more comfortable buses*



High Priority Service Improvements

Proposed Improvements Include:

- Extending routes to unserved areas in County*
- Reducing transit travel times by adding express bus routes, expanding freeway flyer service*
- Increasing the frequency of service on major local bus routes*
- Expanding weekday and weekend service hours*



Alternative 1 Service Plan

- *22 percent expansion in fixed-route service between 2008 and 2013 (4 percent annually)*
 - *New Local Routes and Route Extensions*
 - *Express Bus Service*
 - *Freeway Flyer Bus Service Upgrades*
 - *Extended Service Periods*
 - *Eliminate Bus Turn-backs on Major Routes*
 - *Headway Reductions on Local Routes*
- *Increases Transit Plus paratransit service by about 3 percent (to keep pace with ridership)*
- *Returns service level to about the bus hours provided in 2000*



Alternative 1 - New Local Routes and Route Extensions

Add New Local Routes and Adjust Alignments of Existing Local Bus Routes

- *Extend service to unserved/underserved areas*
 - *Development along Brown Deer Road*
 - *Industrial/office parks in Franklin and Oak Creek*
- *Some extensions would facilitate transfers and improve system connectivity*
- *Increase of about 60,000 bus hours annually—about 4 percent over the 1,340,00 bus hours for bus system in 2008*



Alternative 1 - Express Bus Service

Convert Local Bus Service to Express Bus Service in Three Corridors:

- *Over Route Nos. 10 and 30
 - *From Milwaukee Regional Medical Center to UWM using Wisconsin, Prospect Farwell, Oakland, and Kenwood**
- *Over Route Nos. 18 and 23
 - *From Summit Place to Midtown Center using Fond du Lac, McKinley, 2nd/3rd, National, and Greenfield**
- *Over Route No. 27
 - *From Bayshore Shopping Center to Wal-Mart using Port Washington, Hampton, and 27th**



Alternative 1 - Express Bus Service (continued)

- *Potential to add fourth express route serving airport over the entire length of Route No. 11*
- *Conversion to express service would increase bus operating speed, decrease travel times*
 - *Eliminate some local bus stops; new stop spacing every quarter mile outside downtown*
 - *Keep stops used by about 80 percent of current passengers*
- *Express service to be provided 5:00 a.m. - 1:00 a.m. seven days a week with frequent service:*
 - *7-10 minutes for weekday peak periods*
 - *9-16 minutes for weekday off-peak periods*
 - *10-20 minute headways for weekends*



Alternative 1 - Express Bus Service (continued)

- *The local routes converted to express service among the top ridership routes of the system*
- *Local bus service retained over non-express portions of affected local routes through new or restructured routes*
- *Increase of about 54,000 bus hours annually—about 4 percent over the total 1,340,000 bus hours in 2008*



Alternative 1 - Potential for Express Bus to become BRT

Express bus service could be upgraded to bus rapid transit (BRT) service

- *Potential enhancements for BRT include*
 - *Exclusive bus lanes*
 - *Transit priority at traffic signals*
 - *Next-bus information displays*
 - *Buses of a different design or with special markings and paint schemes*
 - *Specially designed bump-out bus stops with other passenger amenities*
- *Conversion to BRT could also include route realignments, wider stop spacing, and some underlying local bus service*
- *Milwaukee County Fondy-National BRT under development*



Alternative 1 - Freeway Flyer Service Upgrades

Adjustment and Expansion of Freeway Flyer Bus Service

- Provide at least 10 bus trips over each route during both morning and afternoon peak periods each weekday*
- Limit routes to serving no more than 2 park-ride lots; one new route required*
- Increase service levels as needed to ensure that all passengers have a seat*
- Add 2 midday round trips to each route*
- Increase of about 32,000 bus hours annually—about 2 percent over the total 1,340,000 bus hours in 2008*



Alternative 1 - Expanded Hours of Service

Expand Weekday and Weekend Hours of Service to Desirable Service Hours

- *Desirable to provide 20 hours of service over all routes--hours that cover most work shifts*
 - *Most local routes (25 of 30) meet provide this on weekdays; far less (14 of 30) on Saturdays, and (9 of 29) on Sundays*
- *Expand service hours on weekdays and weekends on the 15 local routes with highest ridership (in addition to routes converted to express service)*
- *Increase of about 13,000 bus hours annually—about one percent over the total 1,340,000 bus hours in 2008*



Alternative 1 - Eliminate Bus Turn-backs

Eliminate Bus Turn-back Points along Selected Routes

- *Schedules of some routes do not provide for the same service frequency over the entire length of the route*
 - *Where buses turn back before reaching terminus of route, less frequent service provided over ends of route*
- *Proposed change would provide consistent service levels over entire length of route*
- *Turn-backs proposed to be eliminated for Route Nos. 35, 57, and 64*
- *Increase of about 20,000 bus hours annually—about 1.5 percent over the total 1,340,000 bus hours in 2008*



Alternative 1 - Headway Reductions on Local Routes

Provide Desirable Headways on Local Routes

- *Desirable headways of no more than:*
 - *10 minutes for weekday peak periods*
 - *20 minutes for weekday off-peak periods*
 - *30 minutes on weekends*
 - *Makes transit more convenient to use, attracts riders; only small area in County with this service*
- *Increase weekday and weekend service frequency on 15 routes with highest ridership, in addition to routes converted to express service*
- *Increase of about 118,000 bus hours annually—about 9 percent over the total 1,340,000 bus hours in 2008*



Alternative 2 Service Plan

- *A 15 percent expansion in fixed-route service between 2008 and 2013 (3 percent annually)*
- *Increases Transit Plus paratransit service by about 3 percent (to keep pace with ridership)*
- *Represents a scaling back of the improvements proposed under Alternative 1*
 - *Proposes less Freeway Flyer service upgrades, turn-back eliminations, and routes with desirable headways and service hours*
 - *Keeps the new local routes, local route extensions, and new express bus routes*
- *Provides for service level about 5 percent below the bus hours provided in 2000*



Next Steps

- *Obtain your thoughts on transit service improvements*
- *Develop final recommended plan*
- *Present plan to Advisory Committee for review and approval*
- *Submit plan recommended by Advisory Committee to Milwaukee County Board*



Tell Us What You Think

Give us your input about the transit service improvements

Many ways to do so :

- Written comment: tonight, or send letter or email*
- Oral comment with court reporter*
- Speak with staff*