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SEWRPC Community Assistance Planning Report No. 311

CITY OF WAUKESHA METRO TRANSIT SYSTEM
 OPERATIONS ANALYSIS AND SERVICE CHANGES: 2011

REVISIONS TO CHAPTER III, “OBJECTIVES, PRINCIPLES, AND STANDARDS”

On page 4, under Objective No. 2, Design and Operating Standard No. 7 has been rewritten as follows:

7. Public transit service should provide adequate service and vehicle capacity to meet existing and projected demand. A route’s maximum load factor, measured as the ratio of passengers to seats at that point where passenger loads are highest, should not exceed the following:			7. Maximum load factor (adjusted to account for day-to-day variability in ridership.)
<u>Maximum Load Factor</u>			
<u>Service Type</u>	<u>Peak Periods</u>	<u>All Other Times</u>	
Local	1.25	1.00	
Express	1.00	1.00	

On page 4, under Objective No. 2, Performance Standard No. 2 has been rewritten as follows:

2. Public transit routes with less than 10 passengers per revenue vehicle hour and less than 1 passenger per revenue vehicle mile should be reviews for potential service changes unless special circumstances warrant otherwise.	2a. Total passengers*
	2b. Total passengers per revenue vehicle hour
	2c. Total passengers per revenue vehicle-mile*
	2d. Percent of weekday passengers riding on Saturday or Sunday*
	2e. Percent of weekday passengers riding in evenings*

On page 6, under Objective No. 3, Design and Operating Standard No. 2 has been inserted:

2. The size of the vehicles operated by the transit system should be appropriate for the passenger loads carried on each route in weekday service. At least one-half of the seats in the vehicle should be occupied at some point on the route during weekday service.	2. Maximum load factor (adjusted to account for day-to-day variability in ridership.)
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The Transit Commission asked that the evaluation of the service area for the City of Waukesha take into consideration the land use changes that have occurred since 2000, when the last Census was taken. City of Waukesha Planner Doug Koehler stated he would try and get the relevant data to Commission staff. That data will be incorporated into Chapter IV, when it is available.