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
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 1,340,000 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, 2\textsuperscript{nd}/3\textsuperscript{rd}, National, and Greenfield

- Over Route No. 27
  - From Bayshore Shopping Center to Wal-Mart using Port Washington, Hampton, and 27\textsuperscript{th}
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
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