



# *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*

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- *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)*

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- *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, 2<sup>nd</sup>/3<sup>rd</sup>, National, and Greenfield**
- *Over Route No. 27
  - *From Bayshore Shopping Center to Wal-Mart using Port Washington, Hampton, and 27<sup>th</sup>**



# *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*