



City of Waukesha
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Committee: Transit Commission	Date: 2/9/2023
Common Council Item Number: ID#23-6027	Date: 2/21/2023
Submitted By: Alex Damien, Interim Director of Public Works	City Administrator Approval: Kevin Lahner, City Administrator KL
Finance Department Review: Joseph Ciurro, Finance Director	City Attorney's Office Review: Brian Running, City Attorney
Subject: Review and Act on Proposed Route Revisions Effective June 4, 2023	

Details:
 This item is to review and act on the proposed route revisions effective June 4, 2023 that were recommended by SEWRPC in the adopted 2023-2027 Transit Development Plan (TDP). The proposed revisions include substantial changes to Routes 1, 2, 3, 5, 6 and 15 and minor revisions to Routes 7 and 9. Routes 4 and 8 have no proposed changes. The proposed changes are intended to reduce travel time, create efficiencies, and reduce the number of variations the routes travel to make it less confusing for the passengers. SEWRPC did extensive outreach last Fall seeking input from the public to the draft route revisions proposed and most of the comments received were positive. Transit systems across the Country are revising their service to adapt to changes in ridership post COVID. Milwaukee County has recently completed their re-design and Madison will be doing so this Summer with similar goals.

The Public Hearing Notice and maps from SEWRPC accompanying this item detail the changes proposed. Revisions to the Route 9 Saturday routing recommended in the TDP are not included in the proposed changes at this time as there needs to be further study to determine its feasibility.

The majority of bus stops on the routes proposed to change would still continue to be served by their current route(s), however, some bus stops would be served by a different route. In addition, some bus stops with low ridership would no longer be served (affecting 3% of the daily ridership) but over half of the those passengers affected would have another bus stop within a quarter of a mile. A summary of the proposed routing changes and why they are being proposed is below:

Route 1-proposed to operate similar to the current night routing which is primarily operating on Main St. and Moreland in the City of Waukesha which would reduce the travel time from the Transit Center to Goerkes Corners by 9 minutes. Route 1 would also extend service east of Brookfield Square along Bluemound to the Milwaukee Regional Medical Center (MRMC) including service to the Milwaukee County Zoo. Route 1 would meet the new Milwaukee County Bus Rapid Transit (BRT) at the MRMC.

Routes 2, 3 & 15- proposed changes to are designed to continue to serve the eastern half of the City in a more efficient manner and assume portions of the current Route 1 that would no longer be served. Some

residential areas with very low ridership would no longer have direct service but most riders in these areas would have another stop within a ¼ mile from their current stop. Route 3 would be completely revised and operate portions of the current Routes 1, 2 and 15. Route 15 would assume the high ridership portions of current Route 3 along with the majority of its current routing. Route 2 would be shortened to a 30 minute route vs. the current 60 minute route. A combined Route 2/3 would operate on the weekend covering all areas of the proposed new Routes 2 and 3. Route 15 would operate the same pattern on Saturdays as weekdays which would eliminate the need for the combined Route 3/15 routing currently operating on Saturdays.

Route 5 & 6- proposed changes are designed to create greater efficiencies and reduce travel times from 60 minutes to 30 minutes. Both routes currently have significant inefficiencies. Route 6 is idle 20% or more of its run time and also has some lower ridership segments. This has resulted in the Route 6 having the lowest productivity of all weekday routes of just 4.5 passengers/hour. Route 5 south of Sunset Dr averages less than one passenger getting on or off per round trip on the approximate 6.5 mile segment. The proposed changes would still serve the vast majority of the passengers on these routes and would provide much faster for the passengers. A few passengers on Route 5 south of Sunset Dr. would be beyond a ½ mile of a bus stop and transit staff would work to with those passengers to determine if Metrolift or other services would be appropriate. The proposed plan would be to use one bus to operate both Routes 5 & 6 alternating every 30 minutes which would result in approximately 2,700 less service hours/year and one less bus. It is proposed to operate this way seven days a week which would eliminate the need for the Route 5/6 routing.

Route 7 and 9 -Proposed changes include eliminating service to very low ridership areas. Route 7 would not operate west of Grandview Blvd. in a 1.5 mile residential segment that averages less than 1 on or off for every 3 trips. Route 7 would add Cambridge Ave. from Grandview Blvd. to Moreland from the Route 6. Route 9 would not operate on Irving Place nor on W. Moreland Blvd west of Delafield which averages a total of 2 on or offs per day across 22 trips/day. Additionally, Route 9 would no longer operate on Golf Road to the Ingleside Hotel 4 trips per weekday as there were no recorded ridership for the 20 days of data collected.

Route 7/8 (Combined Route 7 & 8) Weekend would not operate north of Summit Ave. due to limited activities at UW-Milwaukee on the weekend and extremely low ridership throughout this segment.

Route 7/8 Weeknight-Would include service to Cambridge Ave. but not serve Michigan Ave. east of Grandview Blvd nor on N. Moreland Blvd. north of Madison St.

School Routes- No changes are proposed for the school routes for Route 4 Les Paul Middle, Route 8 Butler Middle/North High and Route 7 Butler Middle/North High. Route 15 South High would operate the proposed new pattern from South High and Route 6 West High from West High would operate the new Route 6 pattern.

Options & Alternatives:

Aside from the changes to Route 1 which the City has an agreement to provide the extension of service with Milwaukee County, the other route changes proposed could be rejected. However, SEWRPC has spent the past two years designing, vetting and seeking public outreach through the TDP development process to come up with the recommendations to make the improvements noted in the details. Proposed changes to individual routes could be rejected or modified but may cause the need to re-examine other routes that may be impacted by the modification.

Financial Remarks:

The proposed changes would reduce service hours by approximately 2,700 and reduce cost by \$125,000 annually and eliminate the need for one bus which is estimated to cost \$600,000.

Executive Recommendation:
Recommend approval.