



**CITY OF WAUKESHA**

**Administration**

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<b>Committee:</b> Transit Commission	<b>Date:</b> 2/6/2020
<b>Common Council Item Number:</b> 20-0099	<b>Date:</b> 2/20/2020
<b>Submitted By:</b> Fred Abadi- Public Works	<b>City Administrator Approval:</b> Kevin Lahner, City Administrator KL
<b>Finance Department Review:</b> Rich Abbott, Finance Director RA	<b>City Attorney's Office Review:</b> Brian Running, City Attorney BER
<b>Subject:</b> Approval of Proposed Service Changes to Route 7 and Bus Stop Changes Effective Monday, April 6th, 2020	

**Details:**

This item is to seek the approval of the following service changes to Route 7 and supporting resolution modifying Route 7 effective Monday, April 6, 2020. This approval would also include proposed changes to the Route 7 bus stops as well as a few other bus stops.

**Route 7 Proposed Changes**

Due to the reconfiguration of the flow of traffic at Waukesha Memorial Hospital (WMH), the proposal is to operate on to the Waukesha Memorial campus in the inbound direction (towards downtown Waukesha) only. WMH is currently under construction for changes to the Main (East) Entrance as well as a redesign of the traffic flow in front of the main entrance. WMH is reconfiguring the bus/truck lane to flow in a clockwise pattern around the parking structure vs. the current counter-clockwise pattern. The new configuration will mean the bus will only make right hand turns on WMH property vs. left hand turns. This configuration will be safer overall. Operationally it will be easier to serve WMH in the inbound direction only when construction is completed and will also be less confusing for passengers. Currently, the Route 7 serves WMH in the outbound direction (away from Downtown) in the morning and in the inbound direction in the afternoon. The Route 7/8 serves WMH in the inbound on weeknights and weekends. This change would make it uniform throughout the service week.

In addition to the routing change on the WMH grounds, the proposal is also to route the outbound bus from Madison St. to Fairview Ave. vs. Fairmont Ave. The reason for this change is Fairview is a much wider street to operate on and is far less residential. For the inbound, after leaving the WMH grounds, the bus would go straight across to Fairmont instead of going right to Caldwell St. so it avoids a turn and using the even more difficult to operate on Caldwell St.

The final change proposed for Route 7 is to shorten the far western portion of the route to operate from Cambridge Ave. to Minot Ln. to University Ave. to Madison St. The reason for this proposed change is that ridership west of Minot on Cambridge to Madison and University is extremely low averaging less than a passenger per day for that part of the route. Shortening the route will provide 2 additional minutes for the bus



to operate per trip which would be very valuable as the Route 7 is on a rather tight schedule and even small issues currently can cause the route to fall behind schedule.

**Note-**The proposed changes will not affect the school route 7. There are no changes proposed for that trip.

### **Proposed Bus Stop Changes**

**In addition to the changes to Route 7, the following bus stop changes are proposed.**

Proposed bus stop eliminations on Route 7:

#### **Outbound**

Madison @ Spring (Low Ridership, stops within a block in each direction)

Fairmont @ Lawndale (Bus would no longer operate to this stop as proposed)

Madison @ Ceclia (Low Ridership, stops within a block in each direction)

167 N. Moreland (Low Ridership, stops within a block in each direction)

Michigan @ Jaspar (Low Ridership, stops within a block in each direction)

Pendleton AT University (Low Ridership, bus would only operate to this stop on the school route)

#### **Inbound**

Crestwood @ Mucklestone (Low Ridership, bus would only operate to this stop on the school route)

Michigan @ Jaspar (Low Ridership, stops within a block in each direction)

230 N. Moreland (Sign Missing) (Low Ridership, stops within a block in each direction)

Madison @ Ceclia (Low Ridership, stops within a block in each direction)

Caldwell @ Madison (Bus would no longer operate to this stop as proposed)

The following stops would be added to Route 7 due to the changes to the routing around WMH and the western portion of the route:

Fairview Ave. @ Lawndale Ave.

Fairmount Ave. @ Madison St.

Minot Ln. @ University Ave.

University Ave. @ Madison St.

#### **Additional Bus Stop Elimination Proposed**

Unrelated to the proposed Route 7 changes, Route 6 & 5/6 -Elimination of the Sentry -Fox Run stop-The store is closed and Fox Run will be demolished soon. Transit may request adding a bus stop at the new development.

**Options & Alternatives:**

The only viable alternative to the proposed would be to leave the service as is, however, these proposed changes are designed to make the service more efficient and better serve our passengers as a whole.

**Financial Remarks:**

The cost for making the adjustments is minimal and will come out of the Transit operating budget. Long term there will likely be some savings as there are fewer bus stops to maintain/replace. In addition, less miles will be travelled on Route 7. The changes are designed to make the serve more convenient that could help increase ridership and revenue.

**Executive Recommendation:**

Recommend approval.