



CITY OF WAUKESHA

Administration

201 Delafield Street, Waukesha, WI 53188
Tel: 262.524.3701 fax: 262.524.3899
www.waukesha-wi.gov

Committee: Transit Commission	Date: 6/6/2019
Common Council Item Number: 19-0749	Date: 6/18/2019
Submitted By: Fred Abadi- Public Works	City Administrator Approval: Kevin Lahner, City Administrator KL
Finance Department Review: Rich Abbott, Finance Director RA	City Attorney's Office Review: Brian Running, City Attorney BER
Subject: Approval of Proposed Service Changes to Routes 8 and 3/15 Effective Tuesday, September 3, 2019	

Details:

This item is to seek the approval of the following service changes to Routes 8 and 3/15 and supporting resolution modifying Route 8 effective Tuesday, September 3, 2019.

Route 8

The proposed change would be to operate the Route 8 loop that includes Grandview Blvd, Easy St., Pleasant View Ave., Sunkist Ave., University Ave., Greenmeadow Dr., and Summit Ave. west of Grandview Blvd. in the counterclockwise direction only. Currently the Route 8 operates this loop in a clockwise direction in the morning and then switches to operate the loop in the opposite direction in the afternoon. Operating this loop in both directions has caused confusion for new passengers and drivers since the clockwise direction is only operated weekday mornings. The Route 7/8 (combined with Route 7) operates on the loop on weeknights and weekends in the counterclockwise direction only. Numerous days of surveys have found that there are two major destinations on this loop, North High School and UW-Milwaukee at Waukesha. Both facilities are served better by operating in the counterclockwise direction. The Metro Safety Committee has recommended this change as well.

In addition, the approval would include the elimination of the bus stops listed on the attached sheet. Most of these are stops on the loop that would no longer be served.

Route 3/15

Eliminate the 7:15 pm Saturday Inbound trip operating from Meijer to the Transit Center. Two out of three Saturdays surveyed had no riders on this trip and the other Saturday surveyed only had one passenger.

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. The elimination of the lower performing Route 3/15 trip will save 26 hours of costs per year which results in annual savings of roughly \$2,000. Long term there will be some savings as there are fewer bus stops to maintain and replace. The changes are designed to make the serve more convenient that could help increase ridership and revenue.

Executive Recommendation:

Recommend approval.