

County of Milwaukee

Interoffice Communication - Update to File 18-332/May 2018

DATE: 8/7/2018
TO: Theodore Lipscomb, Sr., Chairman, County Board of Supervisors
John Weishan, Jr., Chairperson, Transportation, Public Works & Transit Committee
FROM: Donna Brown-Martin, Director, Department of Transportation
SUBJECT: Update to Improve Service on 27th Street by Reallocating Route 27 Buses to the PurpleLine

A report recommending approval of a resolution authorizing the reallocation of Route 27 buses to the PurpleLine was previously submitted to the Transportation, Public Works and Transit Committee (File 18-332). The agenda item was laid over and a revised written report was requested for the September Committee Meeting to provide Milwaukee County Transit System (MCTS) staff additional time to evaluate potential impacts of the recommended change on senior citizens and persons with disabilities.

In an effort to provide additional information to the Committee on the subject of reallocating Route 27 buses to the PurpleLine, MCTS planners took the following actions:

- Prepared maps of proposed bus stops to be removed and the walking distance / estimated time it would take to walk to the new bus stop in the 4th and 12th supervisory districts
- Reevaluated the original proposals regarding bus stop removals in light of concerns regarding the impact on senior citizens and persons with disabilities

MCTS previously planned on eliminating five bus stops in supervisory districts #4 and #12. These bus stops were located on Layton Boulevard (27th Street) at the following intersections: Pierce, Scott, Orchard, Rogers, and Grant (see Maps 1 through 5). Each map shows the number of rides, wheelchair boardings, the distance to the adjacent bus stop, and an estimate of the time it would take to walk to the adjacent bus stop. The time estimate, of course, can vary with age as well as other factors, but a standard walking speed of 2 miles per hour was used.

Upon further review of the data, MCTS has revised its planned change to the bus stop at Pierce Street after reconsidering the number of boardings and alightings at this location, including rides by persons that use a wheelchair or other mobility device. MCTS has also reconsidered its planned change to the bus stop at Scott Street after reconsidering the total distance between Greenfield and National, as well as recognizing that there are community services for older adults and persons with disabilities near this location. MCTS will ensure that the PurpleLine bus route will continue to serve both locations.

The bus stop at Orchard Street is still identified for removal based on the very low levels of ridership (e.g. 5 rides/day on average with only about one boarding by a person using a wheelchair or mobility device per month). Persons in this case would have to walk 1 to 2 minutes to get to an adjacent stop. Similarly, the bus stops at Rogers Street and Grant Street also continue to be considered for removal due to low ridership (e.g. 10 rides/day on average with only about one boarding by a person that used a wheelchair or mobility device per week). Persons in these cases would have to walk about 2 minutes to get to an adjacent stop.

Another factor that was under consideration by MCTS planners when reviewing the bus stops at Orchard Street, Rogers Street and Grant Street included the lack of traffic controls or signals/lights at these intersections. Removing these stops makes it easier for operators to stay on schedule, thus benefiting all passengers that travel through this area because the need to decelerate/accelerate into and away from these bus stops is replaced with faster and more consistent overall travel times.

At the time of writing this revised report, MCTS planners still had additional work to do in this corridor. Efforts to schedule a meeting with representatives of the Department of Aging had already begun, as the planners sought to get additional insight on the needs of senior citizens as it relates to transit in this corridor.

In summary, MCTS makes this recommendation to improve service in the 27th Street transit corridor, because of a desire to improve transit for all persons, including senior citizens and persons with disabilities. Some of the benefits of implementing this change include:

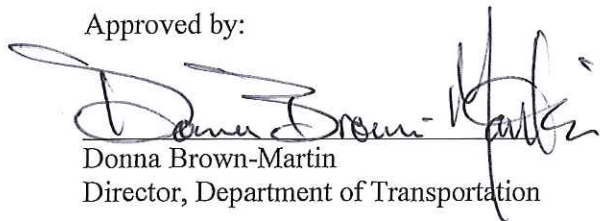
- Customers only need to read 1 timetable or check for 1 route on the RideMCTS app / website to see when the next bus is arriving.
- Using the PurpleLine will be more convenient for customers, as the frequency of service becomes more uniform and easier to remember.
- Customers will not have to guess if they should continue to wait at a Route 27 bus stop or walk a little farther to a combined PurpleLine/Route 27 bus stop.

As stated in the report and resolution dated April 10, 2018, if the recommendation is approved, buses from Route 27 will be reallocated to the PurpleLine beginning in December 2018. There is no fiscal impact of reallocating Route 27 buses to the PurpleLine. Costs will not increase because of this change. Although the change will benefit passengers, the increase in passenger revenues is nominal.

Prepared by:

Dan Boehm, President & Managing Director, MCTS
Tom Winter, Director of Schedule & Planning, MCTS

Approved by:



Donna Brown-Martin
Director, Department of Transportation

cc: Chris Abele, County Executive
Raisa Koltun, Chief of Staff, County Executive
Julie Esch, Deputy Director, Department of Transportation
Kelly Bablitch, Chief of Staff, County Board of Supervisors
Joe Lamers, Budget Director, DAS - PSB
Steve Cady, Research Director, Office of the Comptroller