**DATE:**       February 21, 2012

**TO:**         Supervisor Michael Mayo, Sr.,
                Chairperson, Transportation, Public Works & Transit Committee

**FROM:**       Frank Busalacchi, Director, Milwaukee County Department of Transportation
                Lloyd Grant, Jr., Managing Director, MCTS

**SUBJECT:**    Proposed Service Modification:  Route 76 (N. 60$^{th}$ – S. 70$^{th}$)


POLICY

Proposed additions, deletions, and modifications to transit routes and services are subject to County Board approval prior to implementation.  Requests for such changes are researched and reported to the County Board by Transit System staff.

BACKGROUND

Route 76 (N. 60$^{th}$ – S. 70$^{th}$) is a major route that travels north – south across Milwaukee County (from 96$^{th}$ & Brown Deer to 76$^{th}$ & Edgerton Avenue).  It carries over 5,300 rides per day and serves important destinations such as the Midtown and Southridge shopping centers as well as the MATC Campus in West Allis.

Route 76 has operated under a routing detour since fall 2011 due to the reconstruction of S. 70$^{th}$ Street between Main Street and Kearney Street.  As shown on the attached map, bus service detoured in the southbound direction along O'Connor Street and in the northbound direction along Kearney Street.

The construction work and subsequent detour affected one bus stop at 68$^{th}$ & Adler Street.  There were 6 ons (passengers who boarded) and 9 offs (passengers who alighted) per day at this bus stop.  The detour routing was within two blocks of the regular routing and well within the service area of Route 76.  Passenger counts during the detour revealed that the same number of passengers who had been using the bus stop at 68$^{th}$ & Adler were using the detour bus stop at 70$^{th}$ & Adler.

During the detour period, and based on feedback from bus operators, MCTS determined that the detour routing was more preferable to the regular routing via Adler Street.  The detour routing eliminated the need to make a left turn at a heavily traveled uncontrolled intersection (from westbound Adler Street to southbound 70$^{th}$) thereby making it easier and safer for bus drivers to turn onto S. 70$^{th}$ Street.  In addition, the detour routing was along streets which are more typical for transit, i.e., they are designed to accommodate larger vehicles with a wide turning radius, as opposed to 68$^{th}$ and Adler, which is much narrower particularly during winter months as streets narrow even further due to snow.

Also, the Adler Street nearside bus stop at 70<sup>th</sup> Street is not ADA accessible. The proposed routing will allow MCTS to move this stop to the far-side of the intersection and thus make it accessible for all riders.
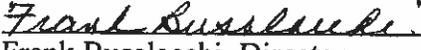
Based on a review by planning and operations staff as well as input from bus operators, it is recommended the current detour routing on Route 76 be made permanent. Specifically, Route 76 will be modified to operate via 70<sup>th</sup> between Adler Street and O'Connor Street. This change will not result in an increase in transit operating costs and will be made permanent effective April 8, 2012.
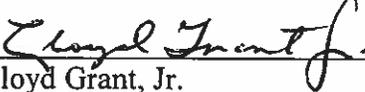
RECOMMENDATION

This report is for informational purposes unless otherwise directed.


Prepared by:    Sandra J. Kellner, Chief Operating Officer, MCTS
                and Lloyd Grant, Jr., Managing Director, MCTS

Approved by:

_Frank Busalacchi_                              _Lloyd Grant_
Frank Busalacchi, Director                      Lloyd Grant, Jr.
Department of Transportation                    Managing Director, MCTS

cc:     Chris Abele, Milwaukee County Executive
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