

From the Director, Department of Transportation, and the Director of the Milwaukee County Transit System (MCTS) Recommending Approval of MCTS NEXT System Redesign Project 2020 Recommended System Map, by recommending adoption of the following:

A RESOLUTION

WHEREAS, in 2017, the Milwaukee County Board of Supervisors (County Board) requested and authorized the Milwaukee County Transit System (MCTS) to study a 60/40 service delivery option, meaning 60 percent of service is high frequency (buses arrive at least every 15 minutes, if not more often), and 40 percent of service is low frequency (buses arrive every 16 minutes or longer, even up to one hour), and present findings in a written report, including maps of service impacts and route truncations, to the County Board for review and approval (File No. 17-435); and

WHEREAS, MCTS operates at a 40/60 service delivery model, meaning 40 percent of service is high frequency, and 60 percent of service is low frequency; and

WHEREAS, many other cities have undertaken route redesign projects with positive results in response to changing ridership patterns and competing rideshare services; and

WHEREAS, route redesigns create more high frequency service in high demand corridors, in a cost neutral way, by shifting service away from underutilized, low frequency routes; and

WHEREAS, in 2018, MCTS began to evaluate the entire transit system network, route-by-route, and stop-by-stop, to determine changes that could provide more high frequency service with more connections and increased accessibility for riders; and

WHEREAS, MCTS developed and implemented an extensive public outreach and engagement plan that gave riders and stakeholders a voice on what they wanted transit routes to look like, that was inclusive of all riders, including underrepresented populations, and that would give people multiple opportunities to provide feedback; and

WHEREAS, the newly named MCTS NEXT System Redesign Project (the Project) drafted two proposals: 60 percent high frequency / 40 percent low frequency, and 80 percent high frequency / 20 percent low frequency in 2019, and presented them to riders and stakeholders for their input and comment; and

WHEREAS, the responses from riders and stakeholders showed solid support for increasing the number of high frequency bus routes, and a preference for the 60/40 network; and

47 WHEREAS, MCTS created a Recommended System Map in 2019 that reflected
48 the comments from riders and stakeholders; and
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50 WHEREAS, MCTS updated the Recommended System Map in 2020 to advance
51 racial equity in Milwaukee County and to reflect changes in the budget; and
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53 WHEREAS, an application of MCTS Title VI guidelines indicates these service
54 modifications would not have a disparate impact or disproportionate burden on the low-
55 income population; and
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57 WHEREAS, these modifications were designed to not incur any additional
58 operating costs, as no additional buses would be needed to implement the changes;
59 and
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61 WHEREAS, if approved, MCTS would commence with outreach and
62 engagement activities with riders and stakeholders along the route; and
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64 WHEREAS, the changes in the Project are a policy decision, requiring County
65 Board Approval; and
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67 WHEREAS, the Committee on Transportation, Public Works, and Transit, at its
68 meeting of September 9, 2020, recommended adoption of File No. 20-476 (vote 3-1);
69 now, therefore,
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71 BE IT RESOLVED, the Milwaukee County Board of Supervisors (County Board)
72 approves of the Milwaukee County Transit System (MCTS) NEXT System Redesign
73 Project and 2020 Recommended System Map; and
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75 BE IT FURTHER RESOLVED, MCTS will seek to implement MCTS NEXT in an
76 incremental fashion, consistent with the 2020 Recommended System Map, while also
77 involving the County Board for each incremental change, as is normally required.
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