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FOR IMMEDIATE RELEASE



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FOR INFORMATION CALL

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March 31, 2006

Ald. Robert J. Bauman  
286-2886

## **\$300 Million Guided Bus Plan Will Reduce Transit Service for Current Transit Users**

*Downtown Alderman -- A Frequent Bus Rider -- Calls Connector Proposal Bad Deal for Transit Users*

Milwaukee transit users will be negatively impacted by the proposed \$300 million guided bus plan being proposed by the Downtown Connector Study, said Ald. Robert J. Bauman.

Ald. Bauman, chair of the Common Council's Public Works Committee and the city's downtown alderman, said thousands of residents and workers in his district who currently use Milwaukee County Transit System buses will face hardships if the proposal moves forward. He said the western portion of his 4<sup>th</sup> Aldermanic District has one of the highest percentages of households without automobiles in Milwaukee – more than 40% – and approximately 30% of downtown households do not have cars.

“This means that thousands of my constituents, including many elderly and disabled residents, use the bus every day to access the necessities of life,” said Ald. Bauman. “Under the proposed \$300 million guided bus plan, the quality and quantity of bus service for these riders will be diminished.”

**-More-**

## **Connector Proposal Bad Deal For Transit Users/ADD ONE**

Some examples of the negative impact on current bus riders include:

- Under a plan that will soon be before the Common Council, Route 30 will be terminated at 35<sup>th</sup> St. & W. Wisconsin Ave. instead of running through downtown to the east side. Route 10 will also terminate at 35<sup>th</sup> & Wisconsin Ave. Users of routes 10 and 30 on the west and north sides will be forced to transfer to the connector plan buses at 35<sup>th</sup> & Wisconsin.
- Route 31 riders will no longer be able to ride to the center and east ends of downtown since this route will terminate at the Amtrak depot at N. 5<sup>th</sup> St. & W. St. Paul Ave. Riders seeking to access most of downtown will be forced to walk or transfer to connector plan buses at N. 6<sup>th</sup> St. & W. Wisconsin Ave.
- Routes 20 and 23 will no longer run to downtown. Route 23 will no longer operate south of N. 35<sup>th</sup> St. & W. Fond du Lac Ave. Riders of Route 20 will be forced to transfer to connector plan buses at N. 16<sup>th</sup> & W. Wisconsin Ave. and riders of Route 23 will be forced to transfer to connector plan buses at 35<sup>th</sup> & Fond du Lac.
- Route 57 will no longer run downtown. Riders will be forced to transfer to connector plan buses at N. Martin Luther King Dr. & W. Walnut St.
- Route 15 will cease operating north of W. Kilbourn Ave. & N. Water St. Route 15 riders will be forced to use other local bus routes and eventually be forced to transfer to connector plan buses at various stops on the east side.

Ald. Bauman said a basic principle of public transit is that a “one seat ride” from origin to destination is preferable to multiple transfers. Transfers create delays in travel time and require riders to get off and wait. “When the weather is cold or very hot or when it is raining or snowing, this can be very unpleasant, and this is particularly problematic for elderly and disabled riders,” Ald. Bauman said.

**-More-**

## **Connector Proposal Bad Deal For Transit Users/ADD TWO**

In addition, the connector plan buses will make fewer stops along such streets as Wisconsin Ave., Prospect Ave., Farwell Ave., Fond du Lac Ave., and Oakland Ave. Right now the buses on these routes stop approximately every two blocks. This is convenient for elderly and disabled riders. The connector plan buses, however, will stop every 4 to 6 blocks. This means that riders, including the elderly and disabled who are a sizable percentage of the riders, will be forced to walk longer distances to get to a connector plan bus stop, the alderman said.

Ald. Bauman stated: “How does this improve transit service? How does forcing an 80-year-old disabled resident to walk an additional four blocks to get to a connector stop improve transit service for that resident? The answer: it does not improve transit service.”

The alderman continued: “I will fight this plan because it harms the thousands of my constituents who ride public transit. It will force my constituents to transfer multiple times when they now have ‘one seat rides’ and it will force my elderly and disabled constituents to walk longer distances to get to connector plan bus stops.”

According to Ald. Bauman, the \$300 million guided bus plan “has been developed by consultants who have no idea or do not care how ordinary people use public transit in the 4<sup>th</sup> Aldermanic District.” “Believe me, I do know because I have been using public transit in my district and throughout the city for 25 years.” he said. “This \$300 million guided bus plan is a very bad deal for my constituents who use public transit.”