

Metro Transit Proposed August 2020 Service Changes

Metro Transit staff recommend the following service changes.



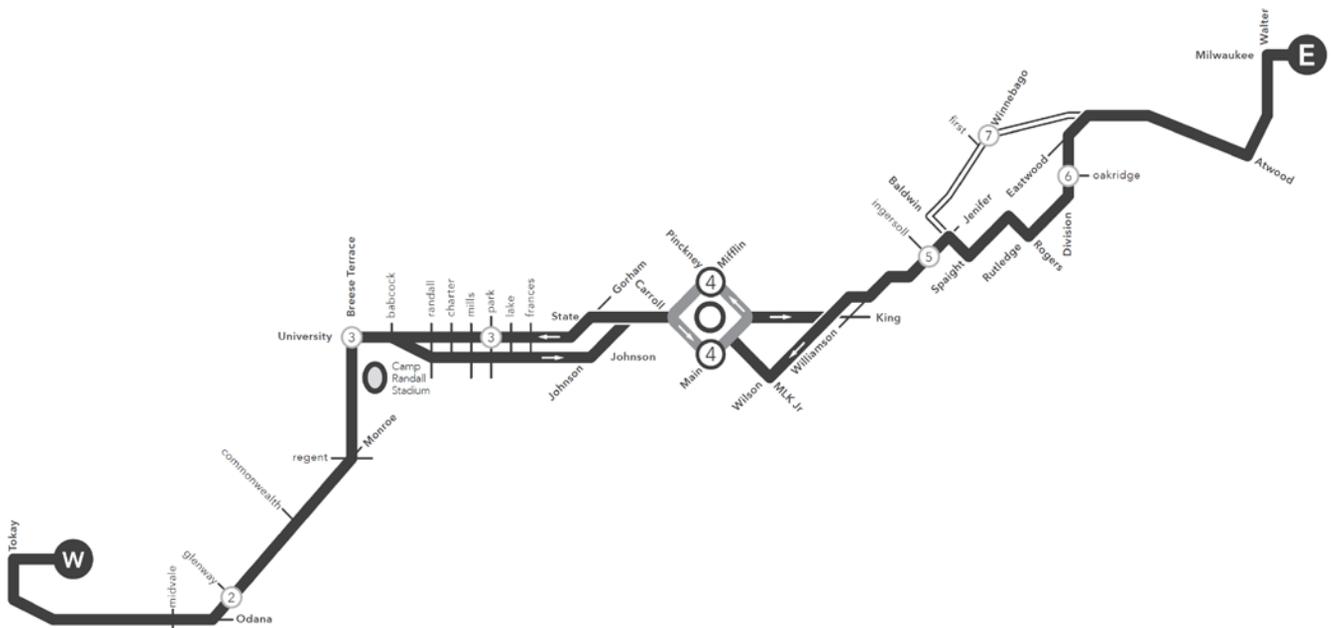
FOR MORE INFORMATION

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Route 3 On Time Performance Changes

• Route 3 suffers from poor on-time-performance. An analysis of 2018 data indicates that about 7% of trips arrived after the pulse, with much worse statistics in the afternoon peak period. The report with recommendations, Route 3 – Improving On-Time Performance – October 2019, was presented to the Transportation Commission on October 30, 2019, and is available on Legistar or by request. The recommended service changes are part of the strategy intended to reduce the number of buses arriving after the pulse by 50%.

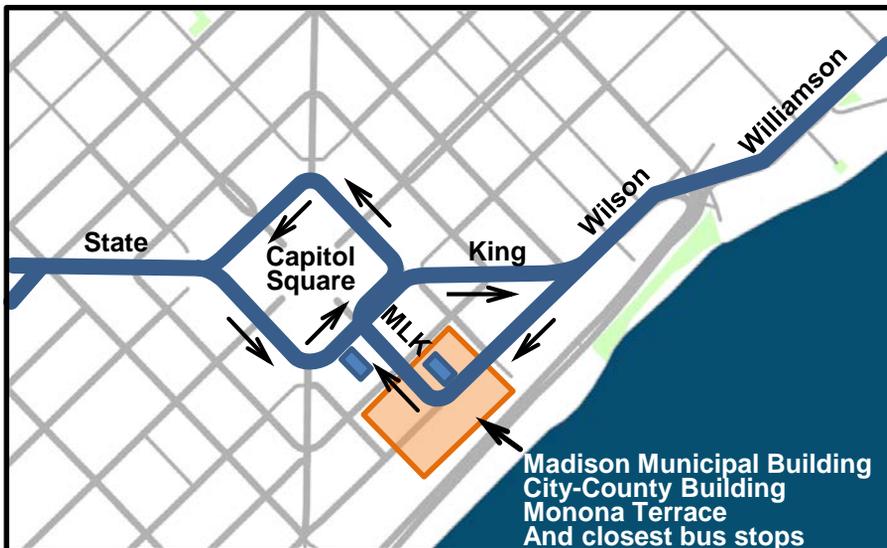
- Reroute westbound Route 3 from MLK Jr Blvd to King Street
- Reroute eastbound Route 3 from Atwood Avenue to Eastwood Drive
- Eliminate the “Via Division” version of Route 3
- Consolidate bus stops on Jenifer Street, Atwood Avenue, and Walter Street



Routes 3 and 4: Reroute Westbound from MLK to King

- Reduces travel time by about 2 minutes
- Riders catching an eastbound Route 3 or 4 at Main and King will no longer see a westbound Route 3 or 4 pass them
- Circuitous routing, one traffic signal, and a stop sign are removed from the routes
- Riders will have to walk two blocks to the City-County Building, Madison Municipal Building, and Monona Terrace in westbound direction (eastbound walk of two blocks is unchanged)

Existing



Proposed

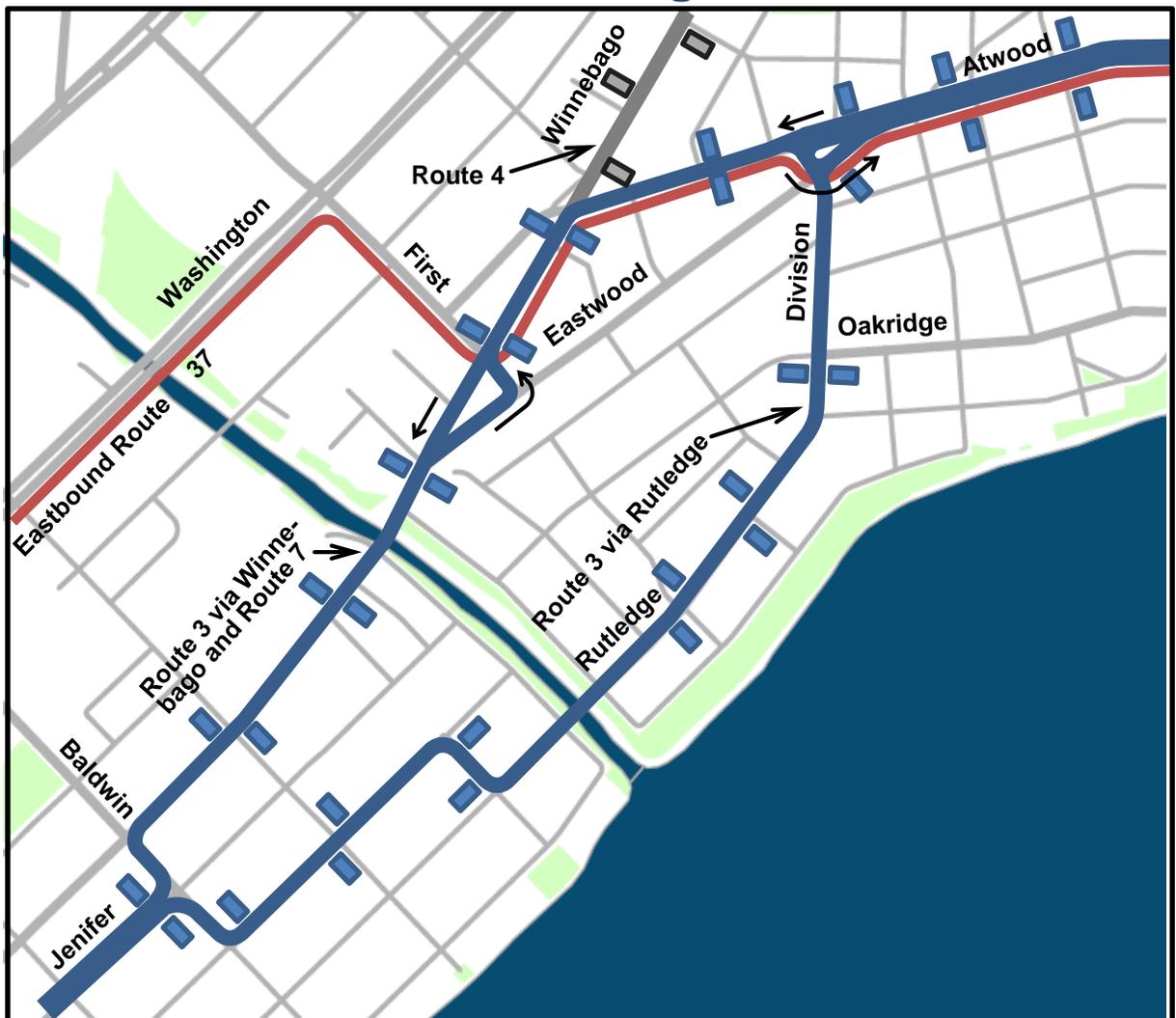


□ Closest Route 3 bus stop to MMB, CCB, and MT

Reroute Eastbound Routes 3, 7, and 37 to Eastwood Eliminate Route 3 Service on Rutledge and Division

- Existing Eastbound Route 3 service is slow and circuitous around Atwood Avenue and Winnebago Street because of several turns needed to go through the area
- Route 3 has a small split in the area – sometimes it goes via Winnebago, and sometimes it goes via Rutledge. This causes confusion for passengers.

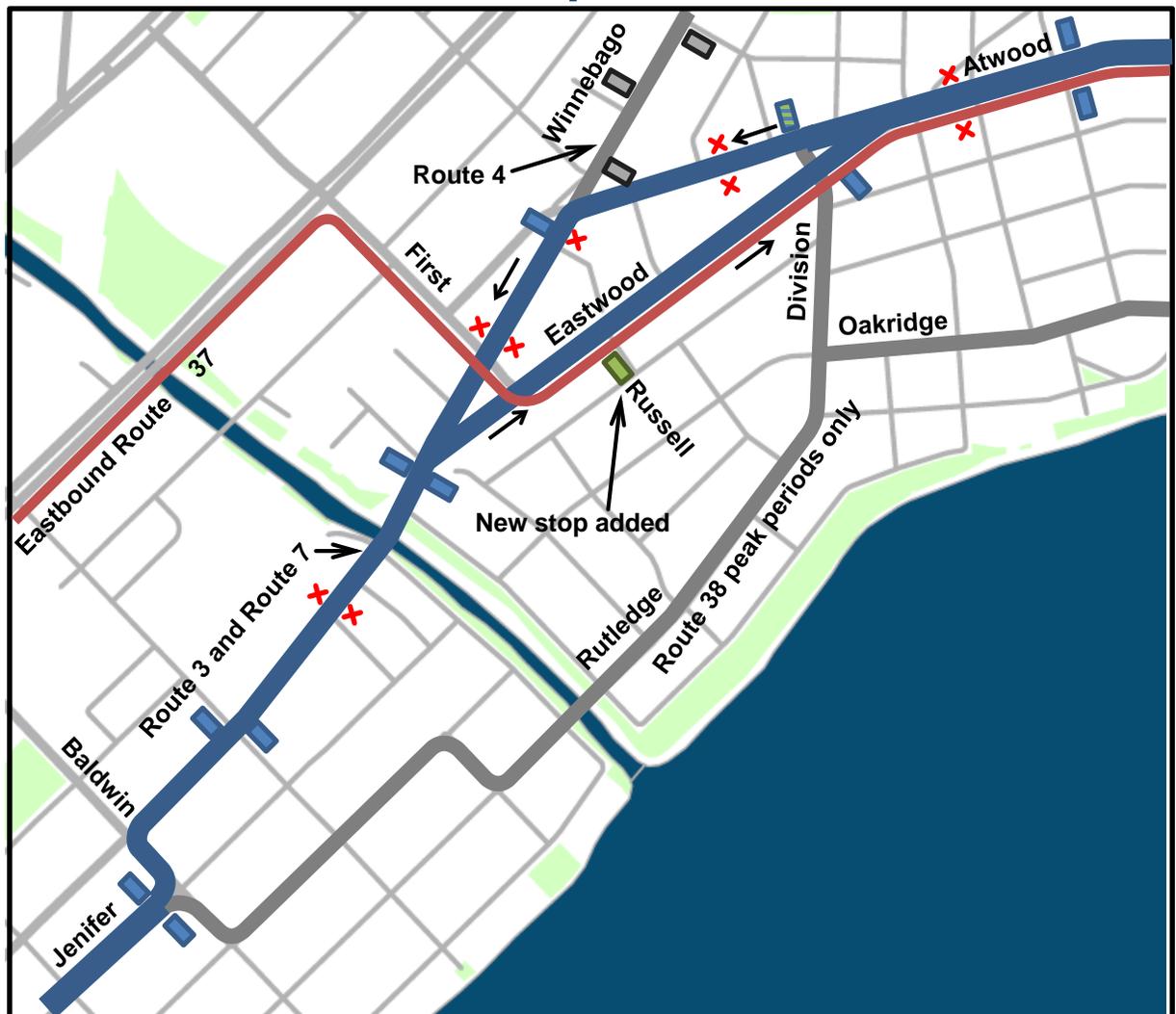
Existing



Reroute Eastbound Routes 3, 7, and 37 to Eastwood Drive Eliminate Route 3 Service on Rutledge and Division

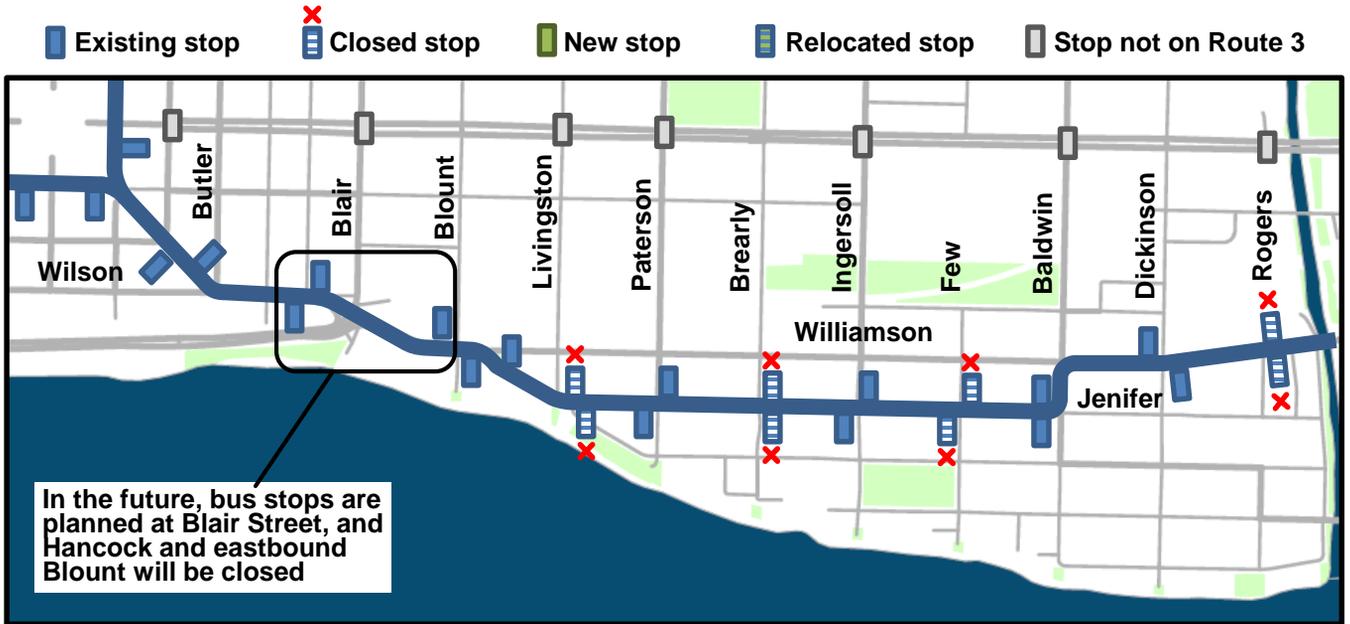
- Rerouting the eastbound Route 3 to Eastwood Drive with a new bus stop at Russell Street reduces the travel time by about 2 minutes by avoiding 5 turns two traffic signals.
- All trips are proposed to use the revised Via Winnebago routing. This will make the route easier to understand and use and improve frequency on main arterial streets. Residents along Rutledge will need to walk out to Atwood or Winnebago, but they will still have peak period service with Route 38.
- Routes 7 and 37 will also use this new routing on Eastwood Drive for consistency.

Proposed



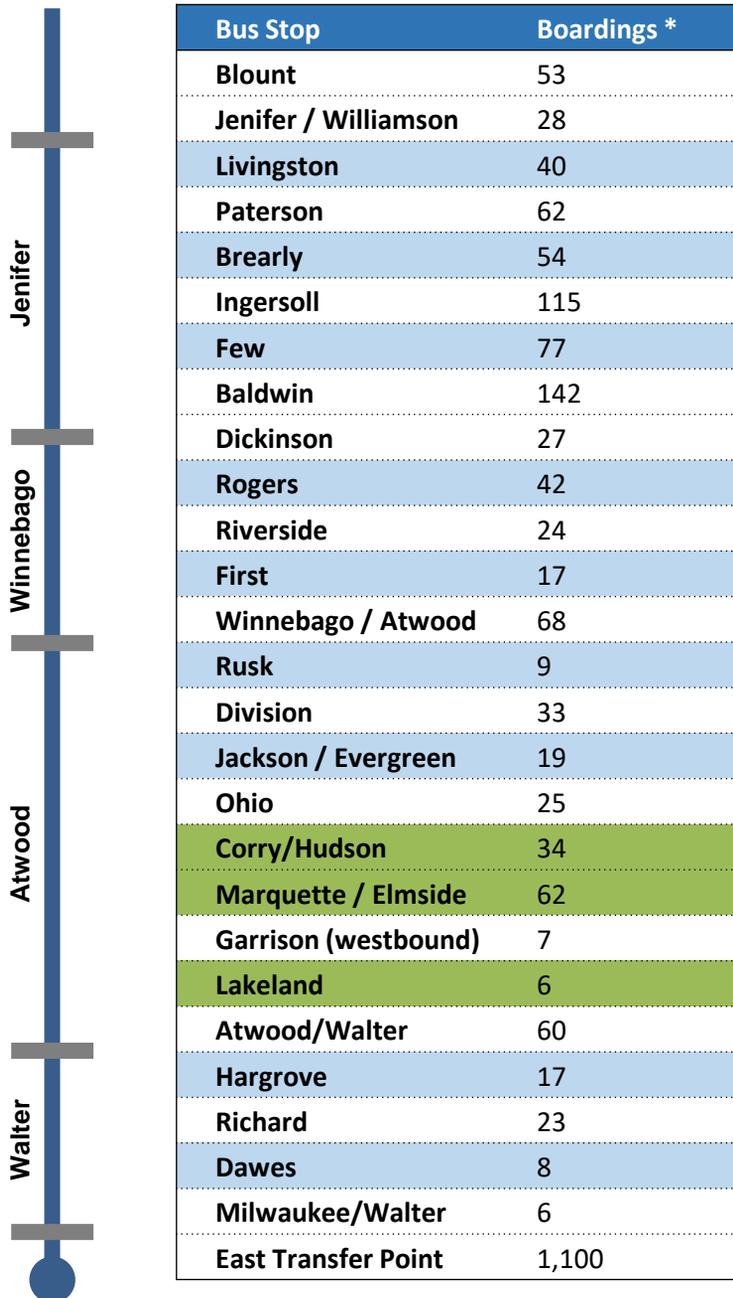
Stop Consolidation on Jenifer, Atwood, and Walter

- Reduces travel times (varies by trip)
- Brings the corridor into Metro's adopted bus stop spacing guidelines of 990 to 1,320 feet
- Wil-Mar Neighborhood Center (Jenifer and Brearly) users will need to walk one block, similar to other community centers (Goodman, Warner Park)



New eastbound routing on Eastwood and bus stop at Russell Street

Stop Consolidation on Jenifer, Atwood, and Walter



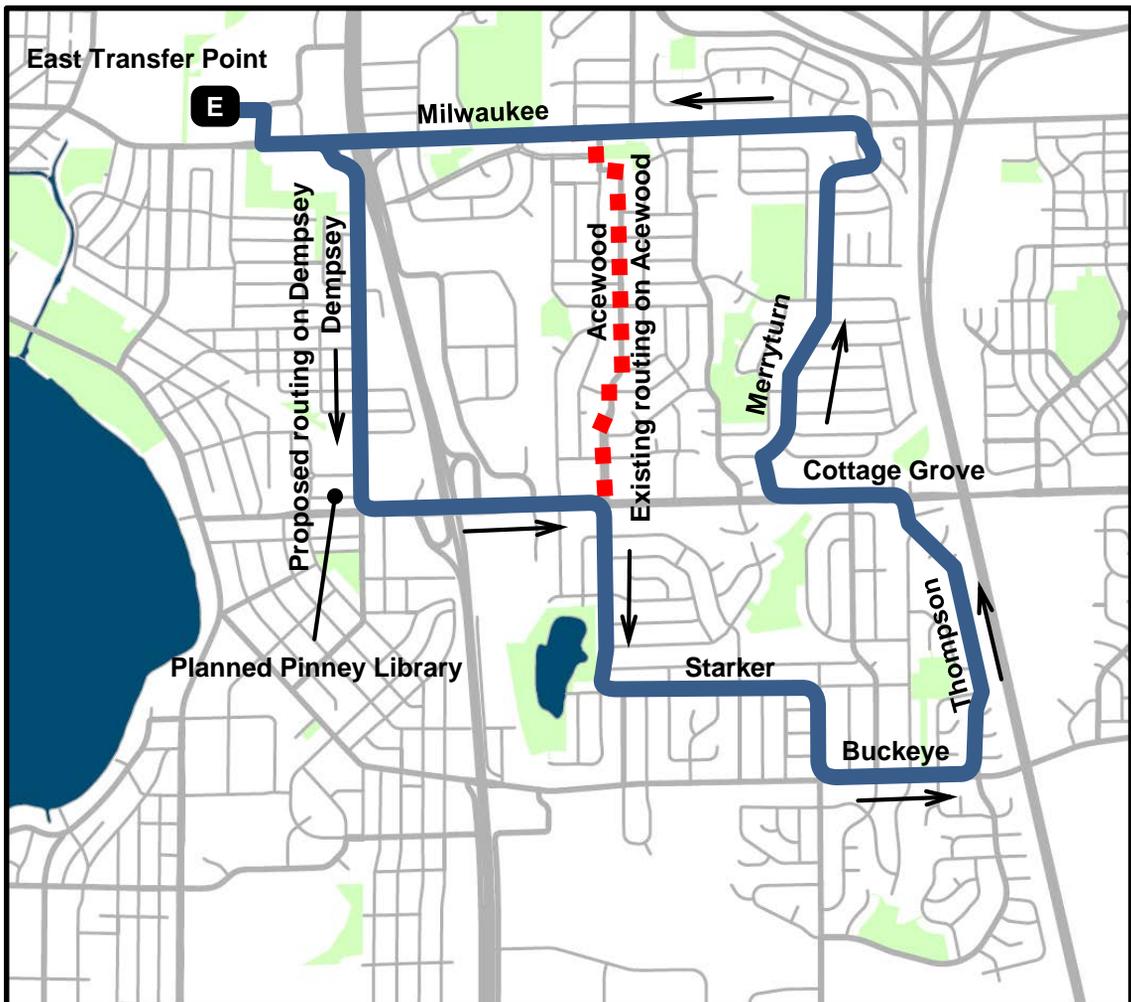
* Estimated weekday boardings, March 2019, sum of both directions, all routes

Indicates bus stop proposed for closure

Indicates bus stop proposed for relocation

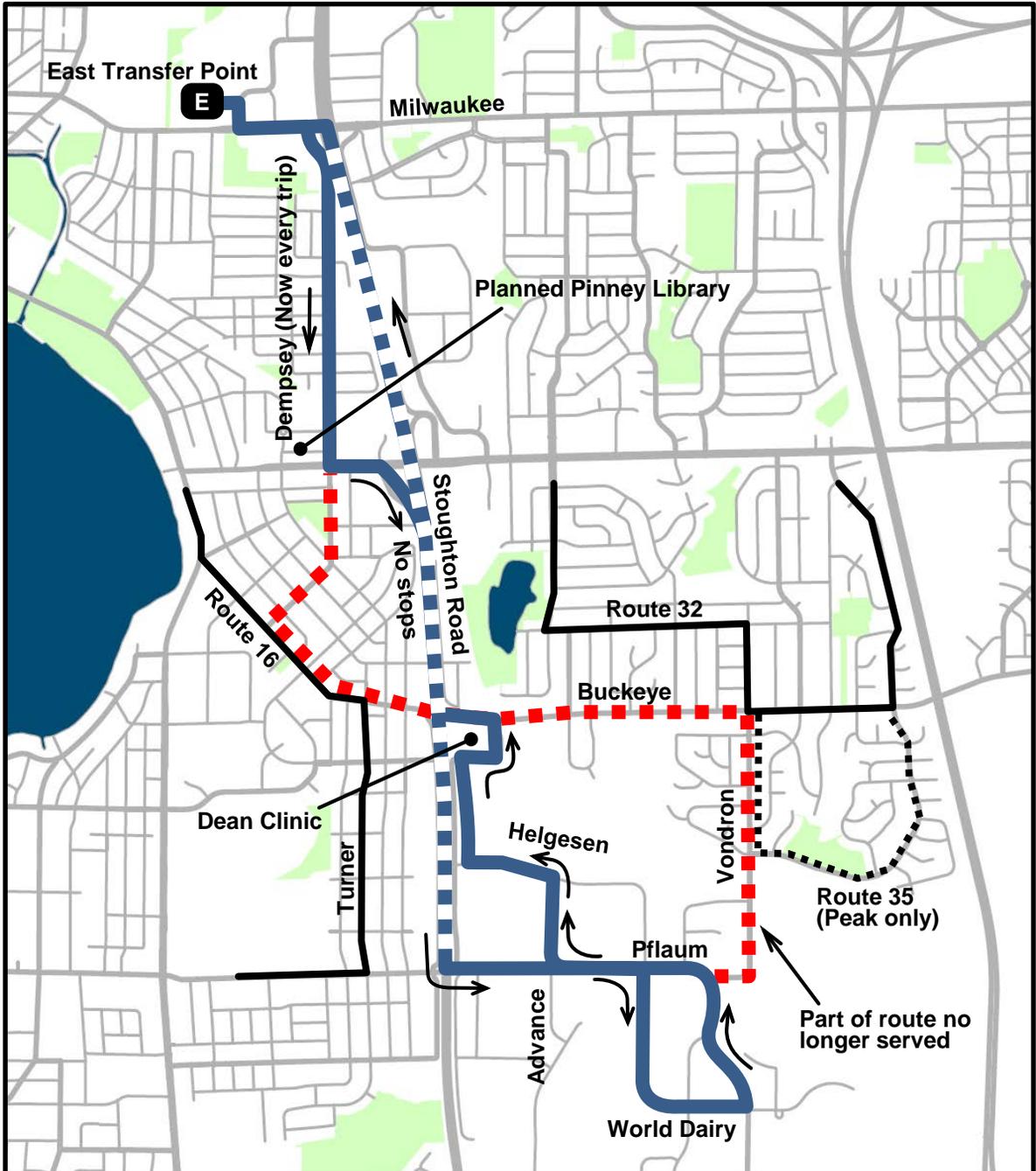
Route 32 Moved from Acewood to Dempsey

- Route 32 serves the east side with hourly service at all times except peak periods, when it is replaced by Routes 33 and 35. It operates clockwise during weekday mornings and on weekends, and it operates counter-clockwise during weekday evenings. This reversal is to coordinate with Routes 33 and 35, which have reversing commute-oriented service patterns.
- Reroute Route 32 from Acewood to Dempsey between Milwaukee and Cottage Grove in order to serve the library.
- Operate Route 32 counter-clockwise at all times. This change is necessary because the route cannot make the northbound left turn at Dempsey and Milwaukee.
- Residents on Acewood would have up to a half-mile walk to Milwaukee or Cottage Grove; however, ridership in this area is extremely low.
- This change is necessary to provide service during evenings and weekends when Route 39 does not operate. It also provides all day service to the area near Atlas Ave



Route 39 Shortened

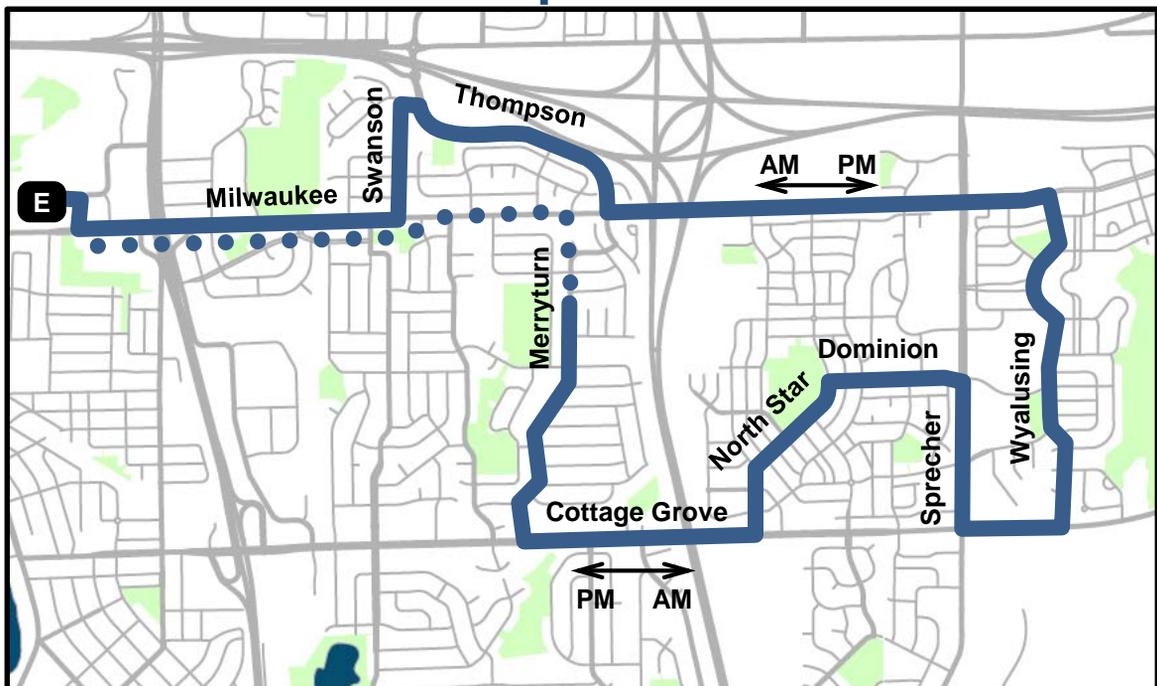
- Reroute Route 39 away from Vondron and Buckeye in order to shorten the loop, allowing the route to serve Dempsey and the Pinney library during peak periods.



Route 33 Reversed

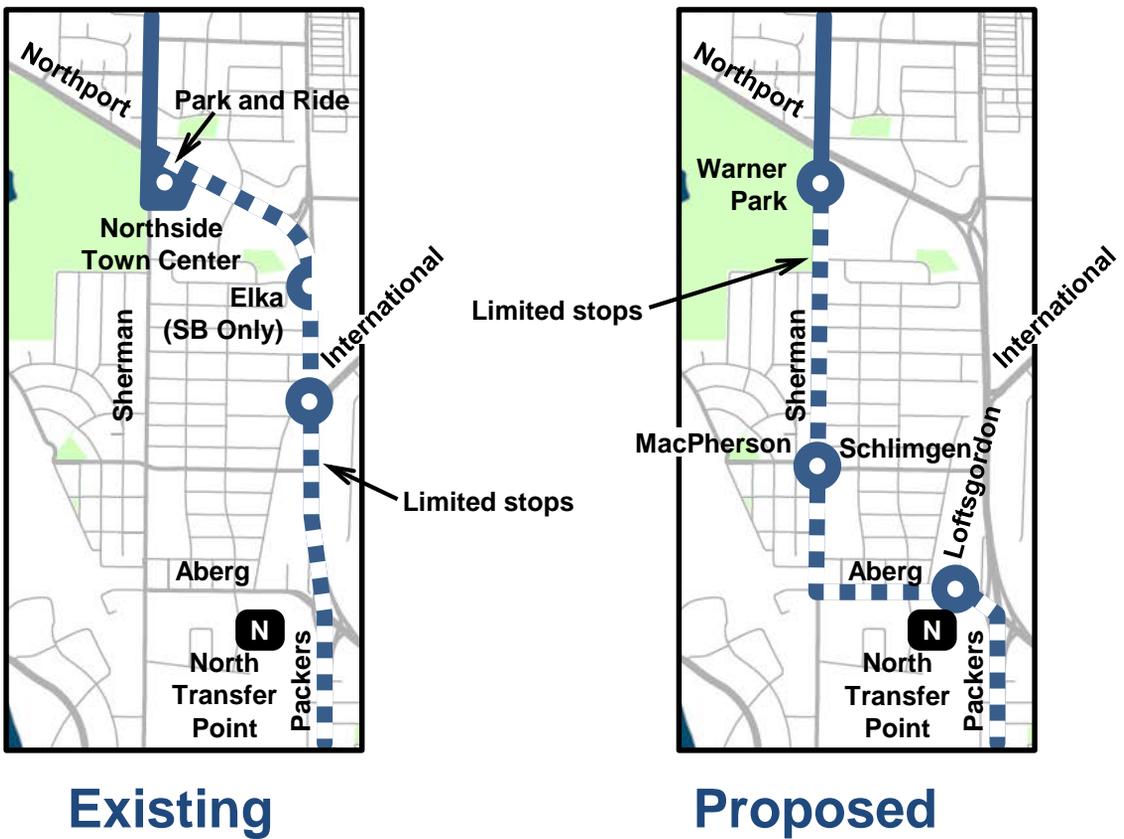
- Route 33 operates clockwise during the morning peak period and counter-clockwise during the afternoon peak period. This reversing nature is common for looping commuter routes because it gives commuters more consistent, predictable trips into town in the morning and out of town in the afternoon.
- This proposal reverses the loop so that it operates counter-clockwise during the morning peak period and clockwise during the afternoon peak period. This change will work better with the revised Route 32.
- With the Route 32 change but without this change, residents on Merryturn would see buses operating northbound from the start of service to about 3 pm, then southbound until about 6 pm, and then northbound again, which is confusing.
- With this change, residents on Merryturn will see buses operate southbound from the start of service until about 9 am, and then northbound for the rest of the day – so the direction flips once instead of twice.
- This change should also provide shorter travel times for high density and growing areas east of I-39/90/94, and longer travel times for low-density and static areas along Merryturn.

Proposed



Route 29 – Move to Sherman Avenue

- Metro relied on a local agreement to serve the Northside Town Center Park-and-Ride lot. This lot and route is on private property and is no longer available for transit use.
- The proposed moved to Sherman Avenue no longer serves the lot but provides more access to north side neighborhoods, including continued service to Northside Town Center and serves stops close to the North Transfer Point Park-and-Ride facility, using a less circuitous route.



Existing

Proposed

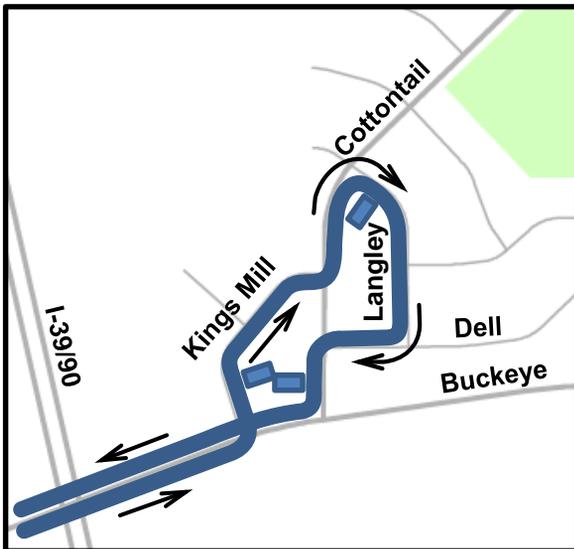
- Route 29 serves a small park-and-ride lot inside Northside Town Center and provides limited-stop service to downtown via Packers Avenue.

- Route 29 will be shifted to Sherman Avenue and Aberg Avenue with a new set of limited stops.

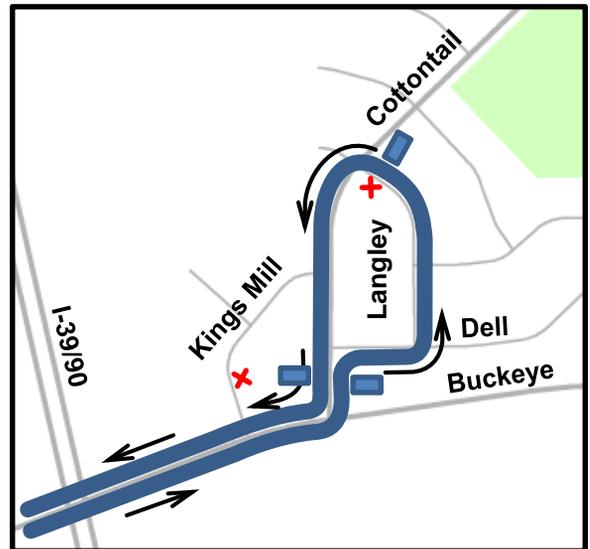
Route 35 Changes at Cottontail

- Route 35 operates during peak periods only. At its farthest east point, it loops around on Kings Mill, Cottontail, and Langley.
- The proposed change removes routing on Kings Mill and reverses the loop Langley and Cottontail.
- This change prioritizes Cottontail, a collector street, over local streets. It replaces tight right turns with easier left turns, and integrates better with Supplemental School day Service in the area.

Existing

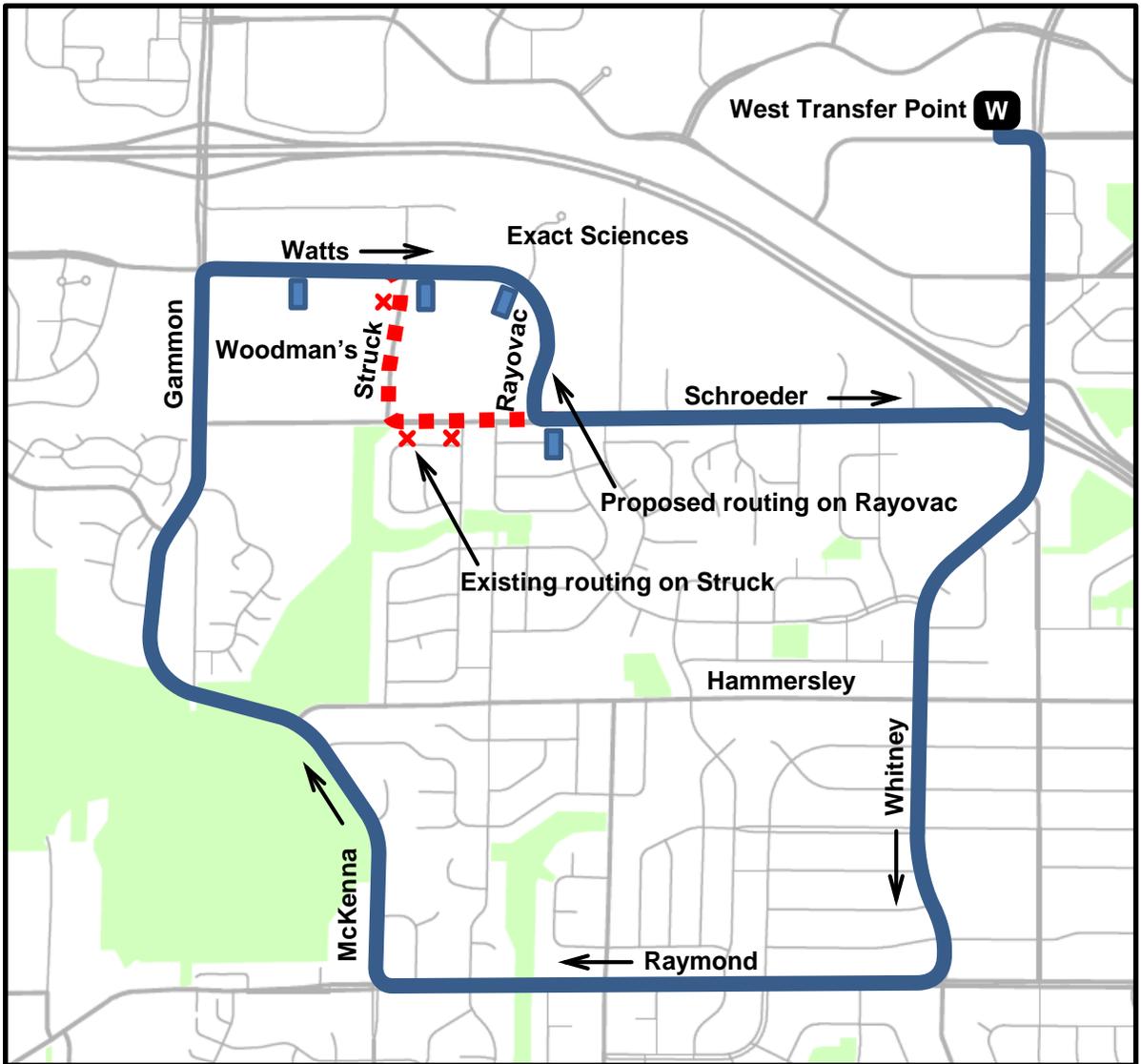


Proposed



Route 50 – Route Change to Rayovac Drive

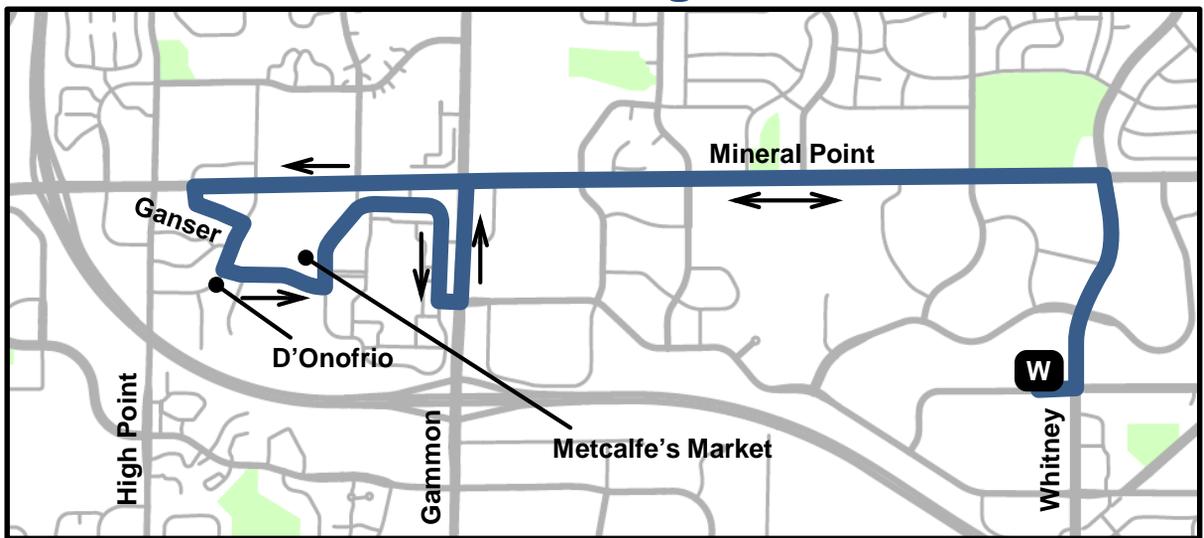
- Route 50 is proposed to be moved from Struck Street to Rayovac Drive. This change will provide all-day access to the new Exact Sciences facility on Watts Road.



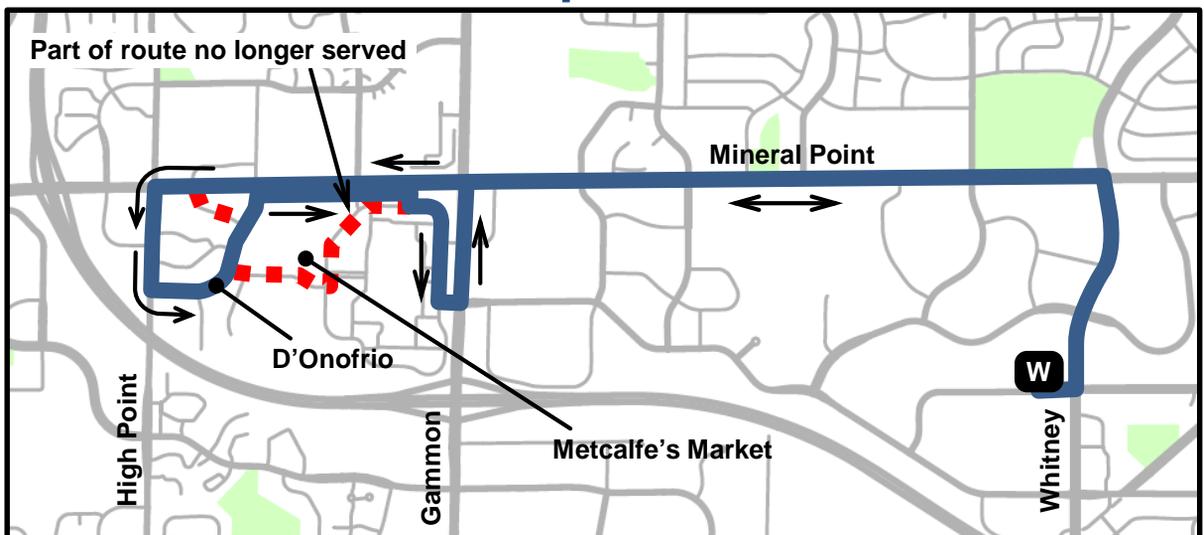
Route 67

- Reroute Route 67 away from the interior of West Towne Mall. This allows the route to be stretched west to High Point Road, expanding access to the route, particularly on weekends when Route 15 does not run.
- Metro will no longer operate on most of the private ring road; we will have more time on arterial streets with good pavement quality and fewer stop signs. Buses will no longer get stuck on the Ganser Road hill in winter
- The Metcalfe's Market patrons will have a 0.26 mile accessible walk to the bus stop.

Existing



Proposed

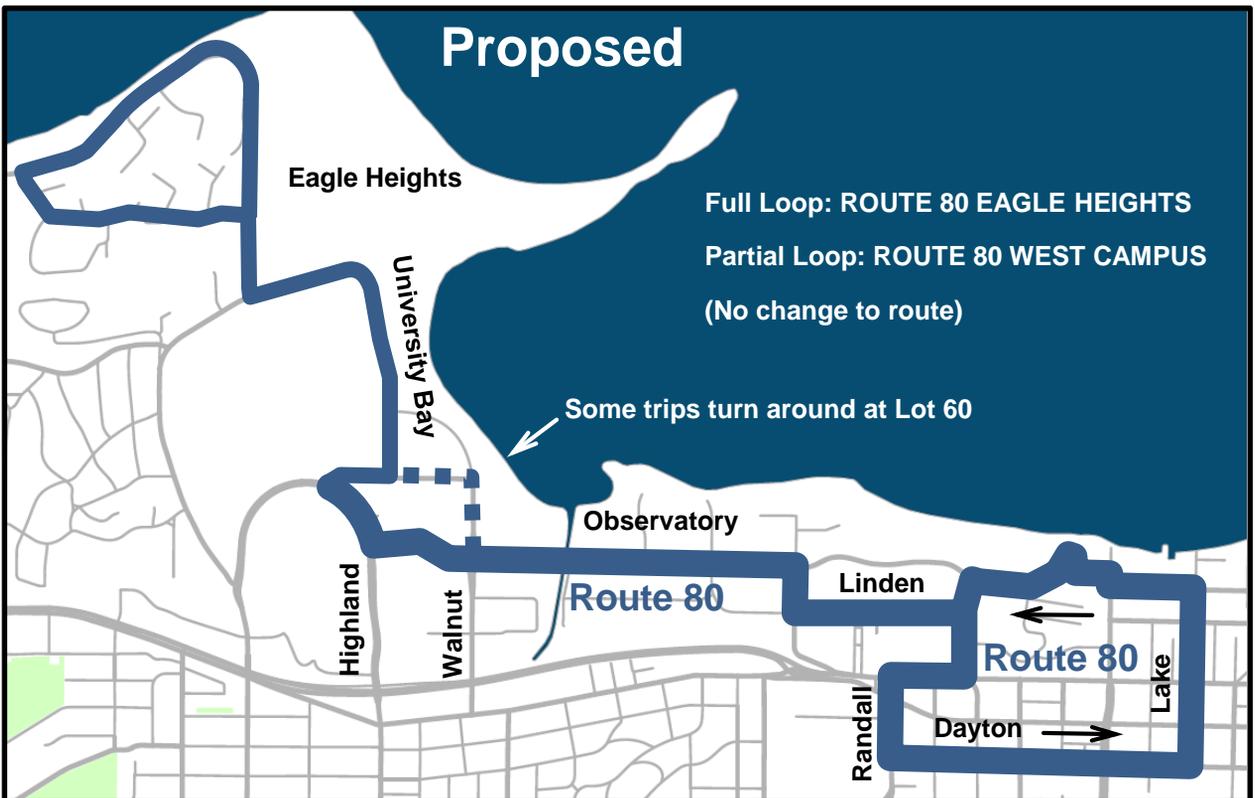
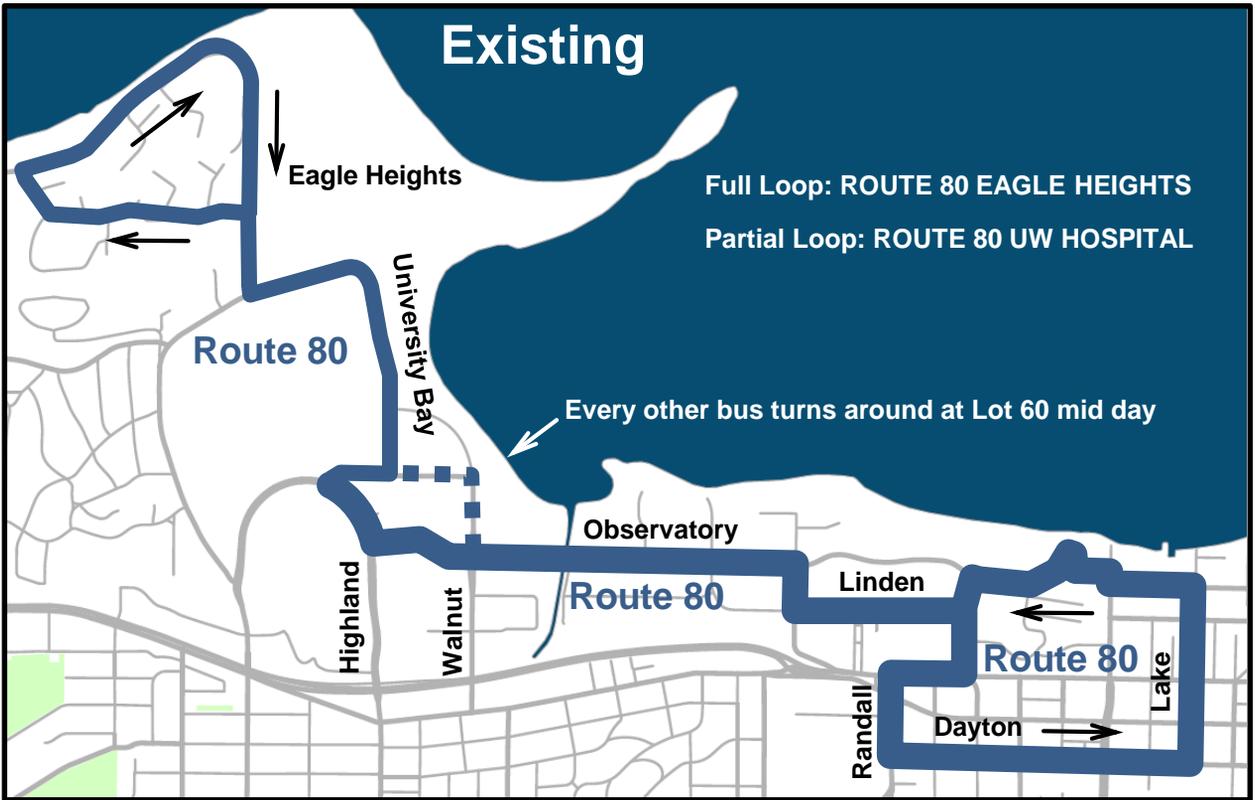


Routes 80, 81, 82, and 84 UW Circulators

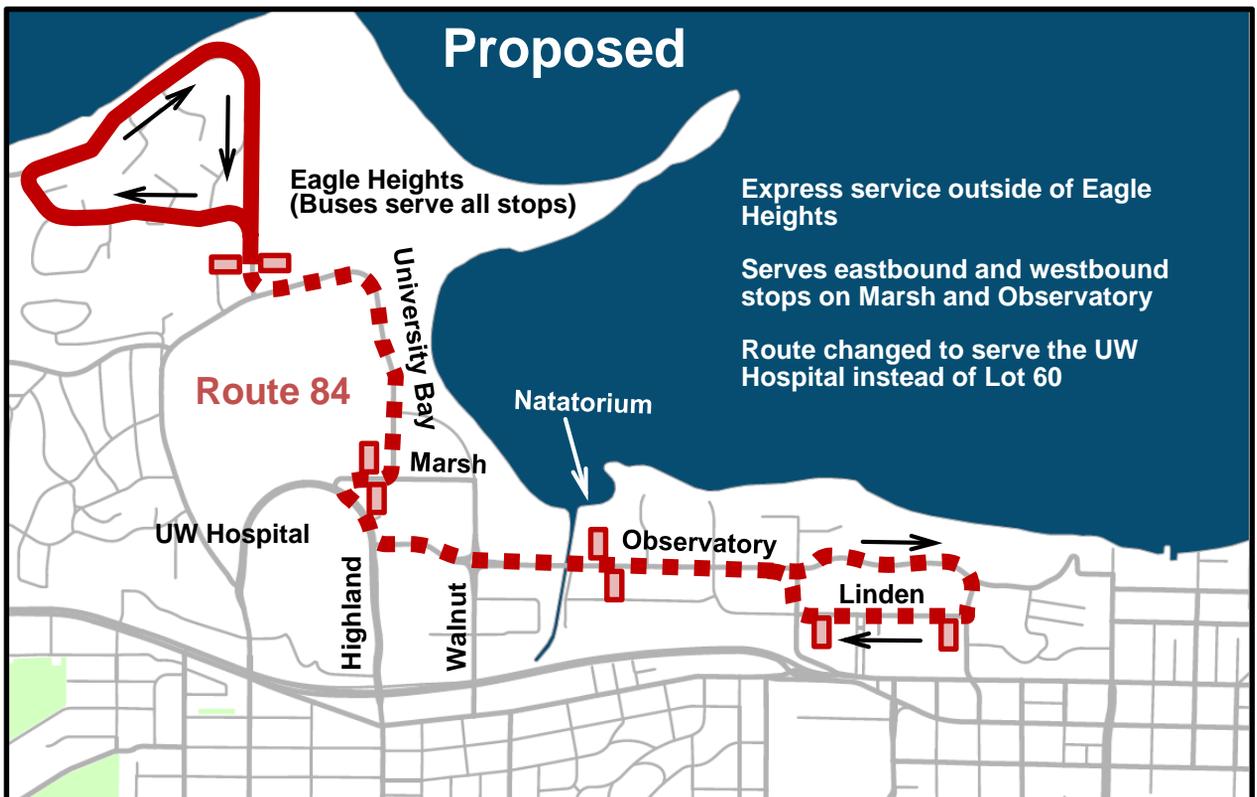
- Route 80 provides very frequent circulation within the University of Wisconsin campus. Routes 81 and 82 provide late night circulation when regular Metro routes are less available. Route 84 is an afternoon express route designed to provide sufficient capacity to people travelling to Eagle Heights.
- Routes 80-84 are free to students, employees, affiliates, and visitors to the university.
- These route changes are proposed in order to alleviate overcrowding, keep buses on schedule, and better allocate resources.
- Revised routes and schedules have been planned with close cooperation between Metro Transit and the University of Wisconsin.
- Note in subsequent maps that some of the time periods have been changed.



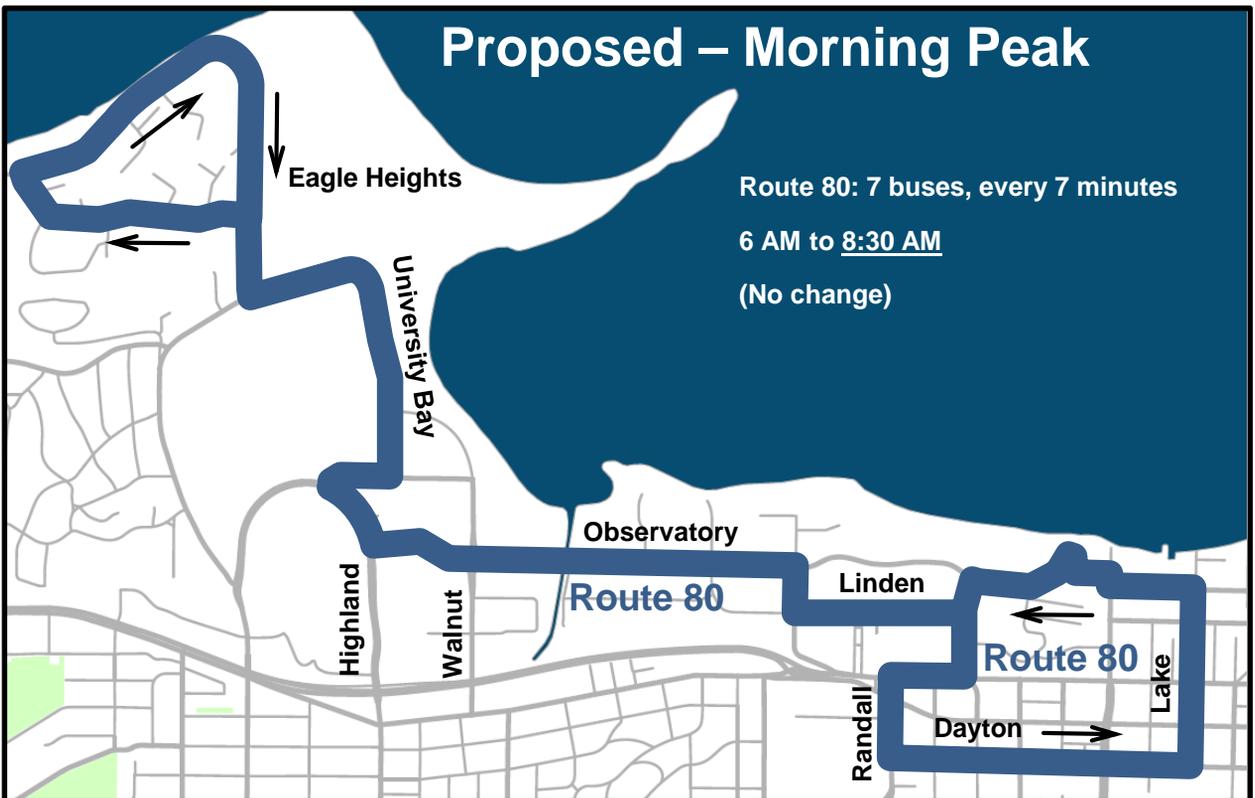
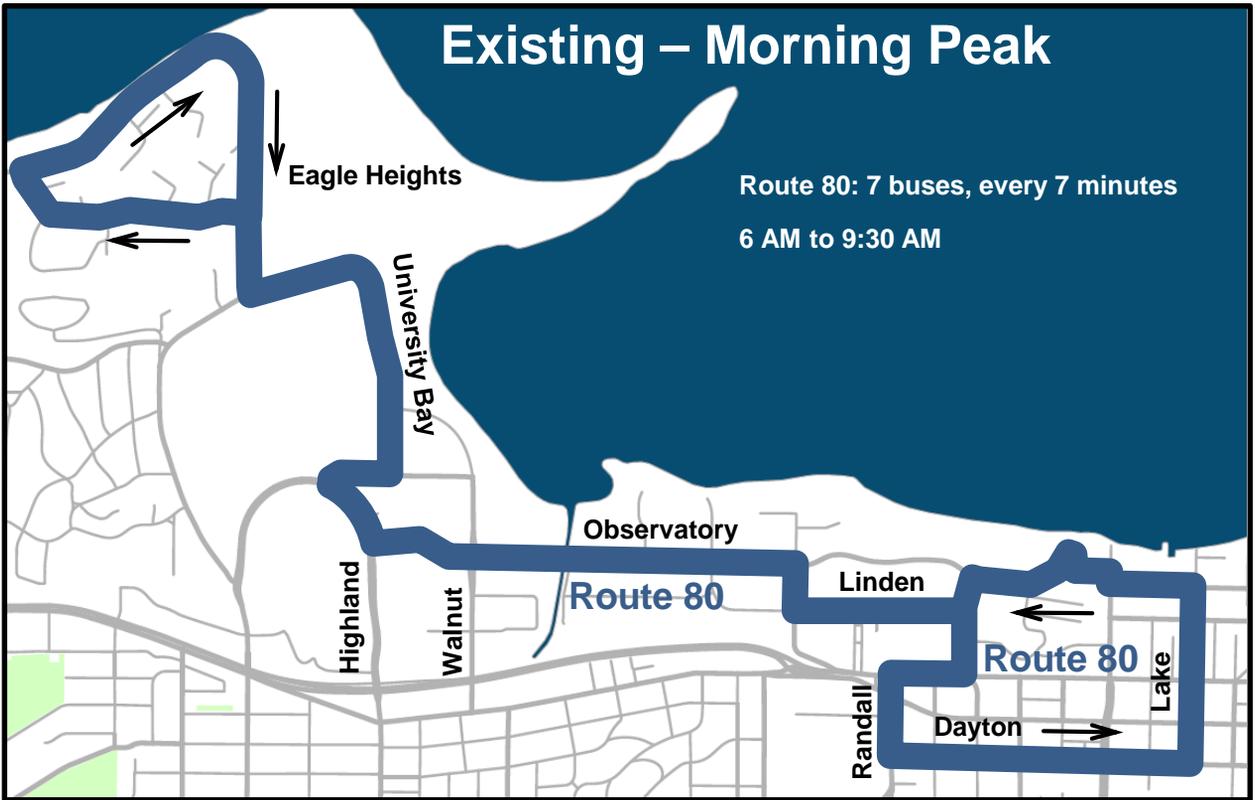
Routes 80 – Destination Sign Change



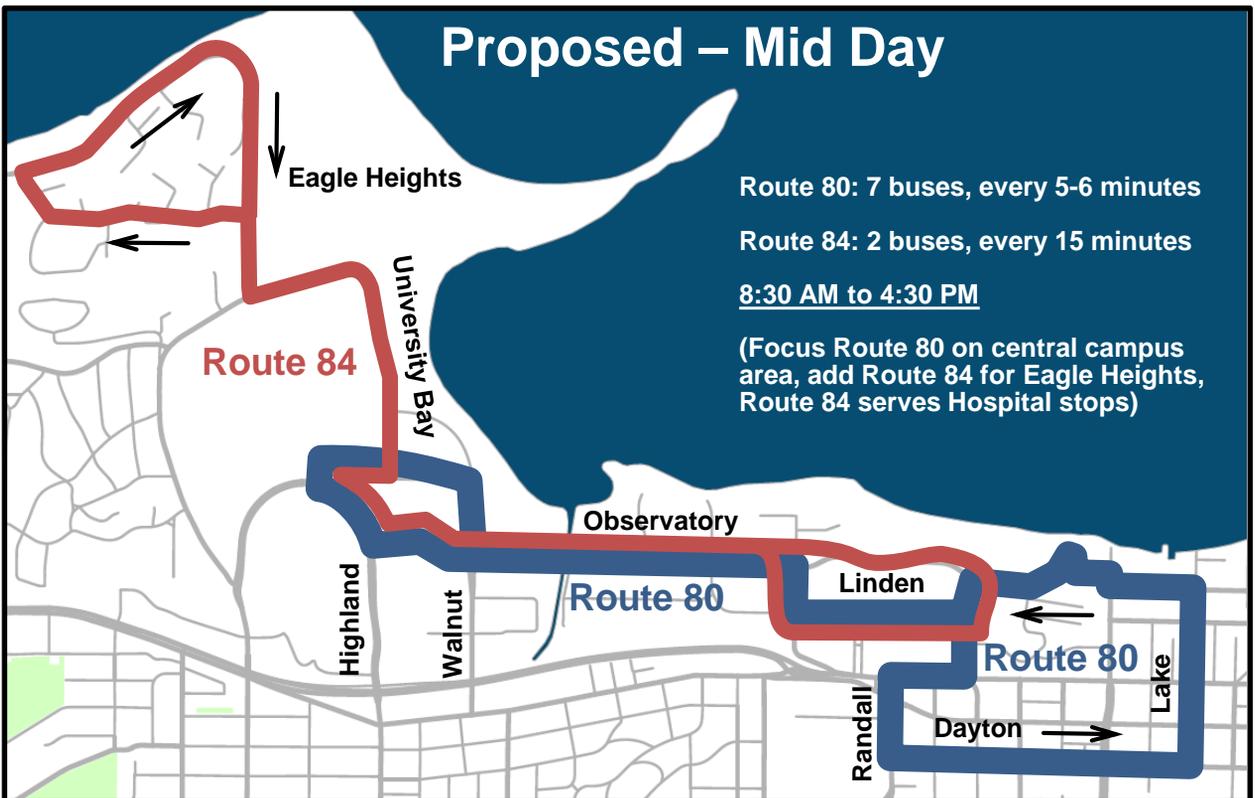
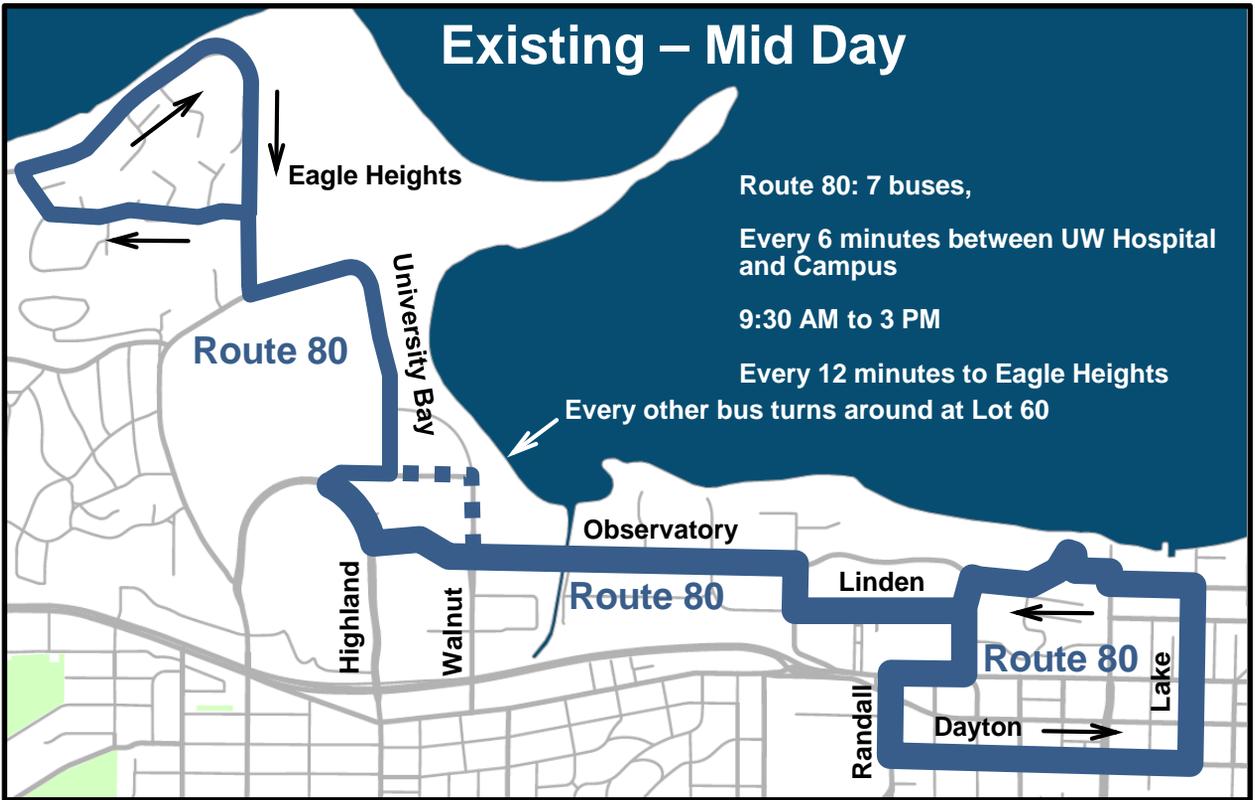
Routes 84 – Two-Way Service



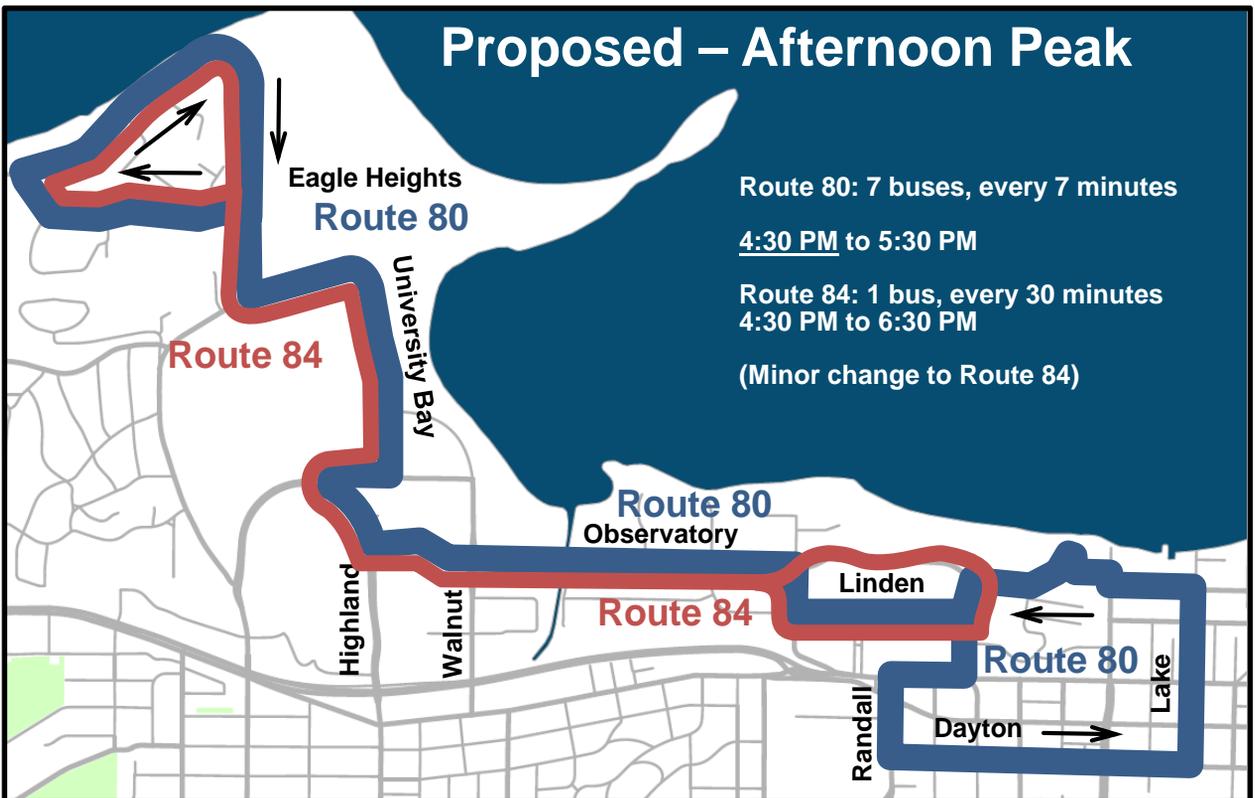
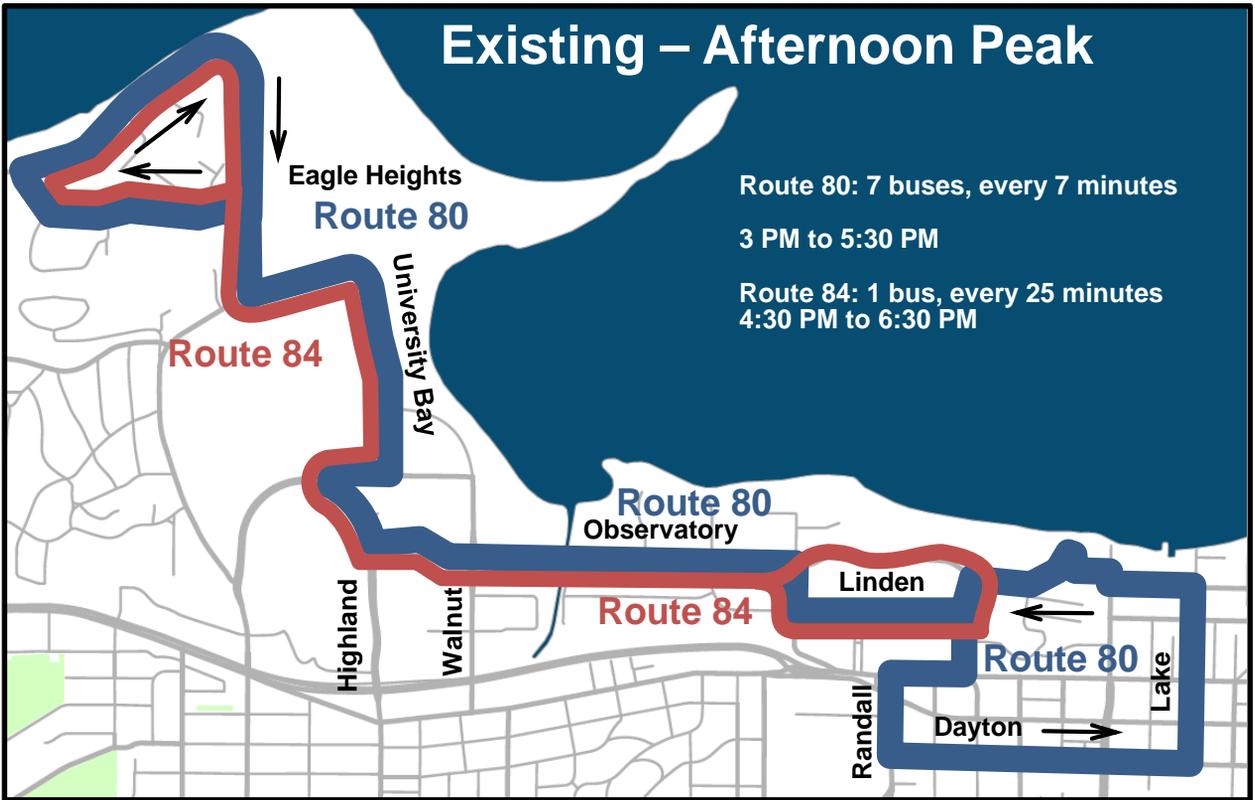
Routes 80 and 84 UW Circulators – Standard Weekday



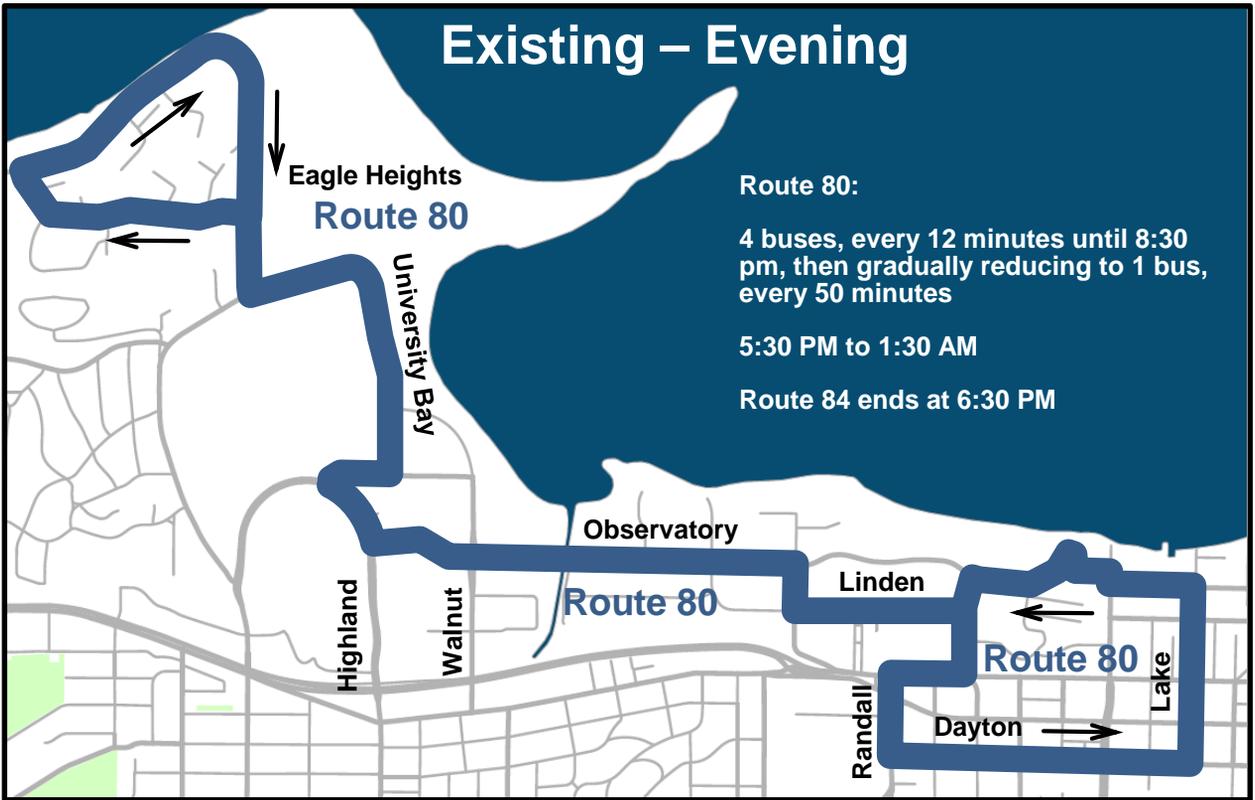
Routes 80 and 84 UW Circulators – Standard Weekday



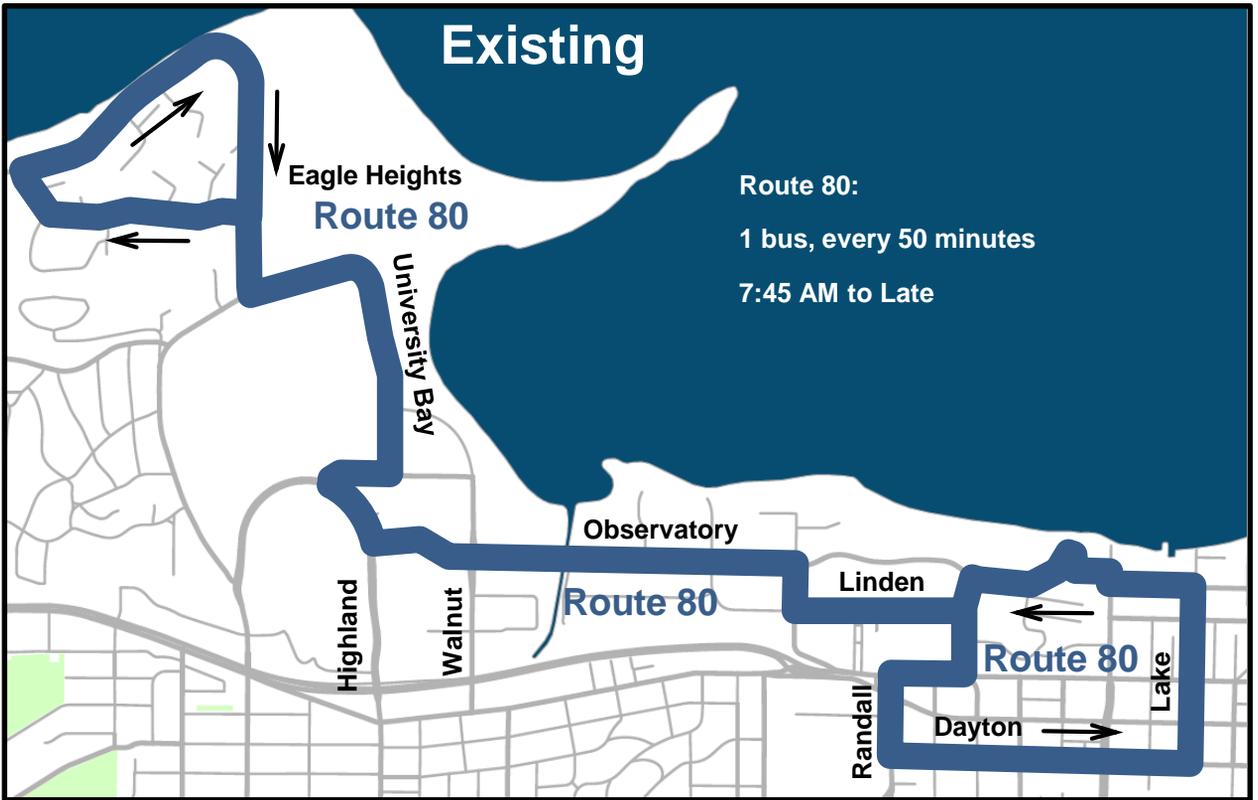
Routes 80 and 84 UW Circulators – Standard Weekday



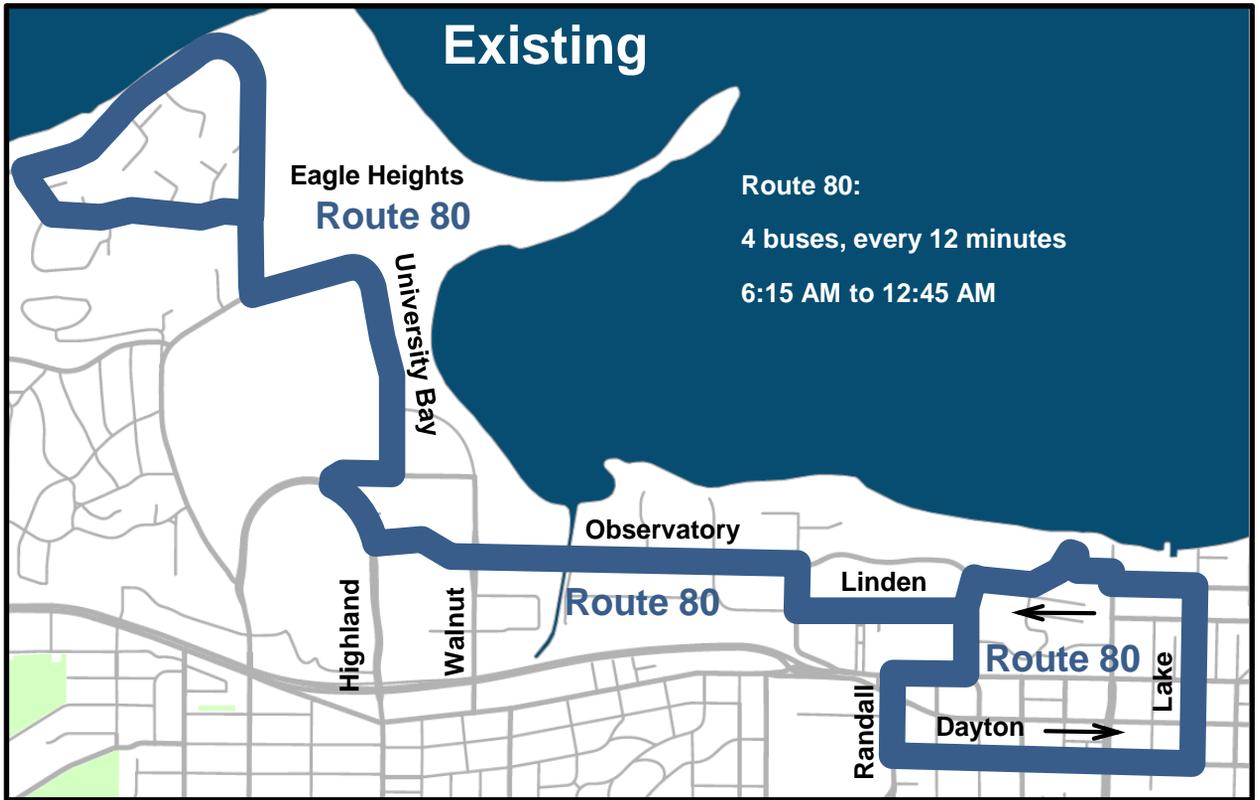
Routes 80 and 84 UW Circulators – Standard Weekday



Routes 80 and 84 UW Circulators – Standard Weekend



Routes 80 and 84 UW Circulators – Recess Weekday



- No proposed change.

Routes 80 and 84 UW Circulators – Recess Weekend

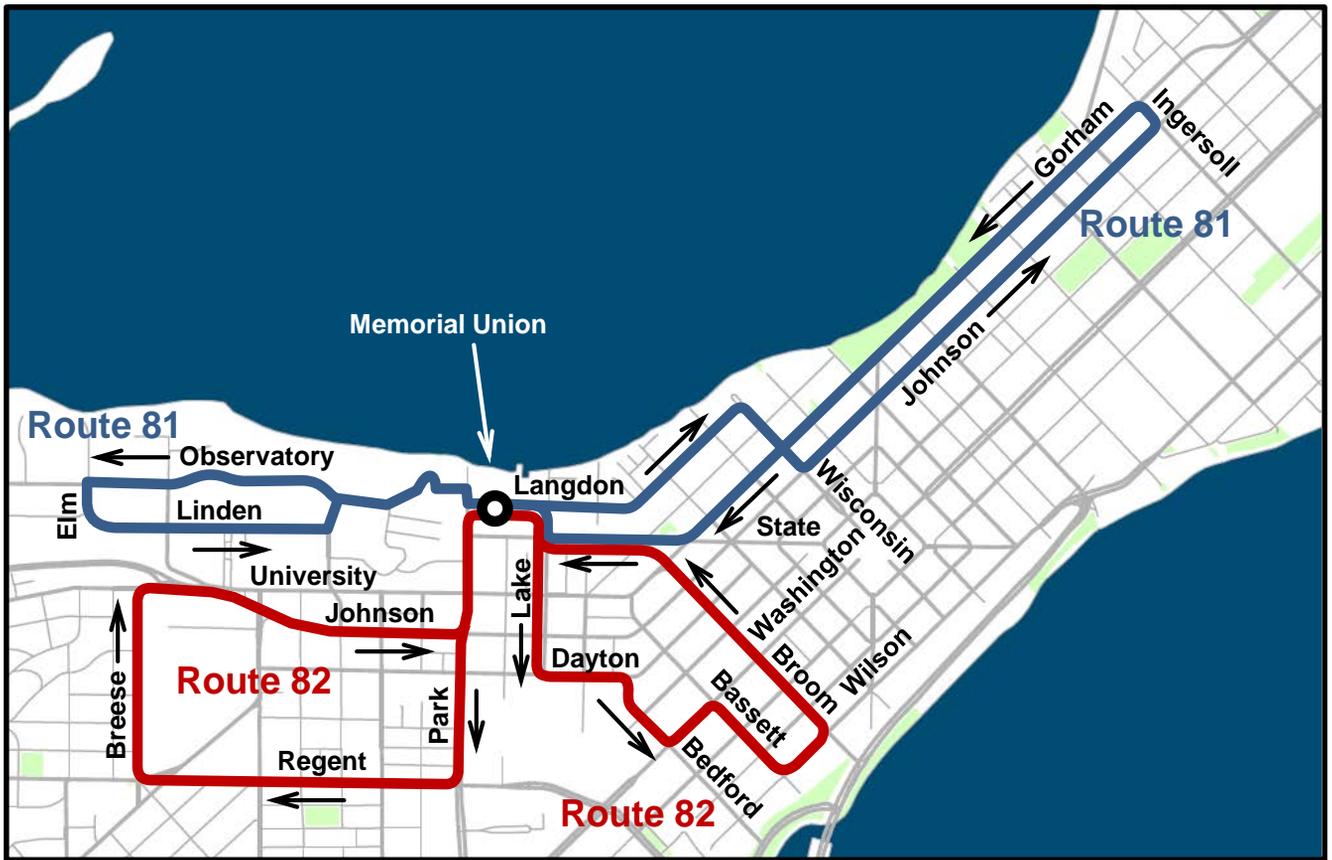


- No proposed change.

Routes 81 and 82 UW Late Night Service

- Routes 81 and 82 provide circulation around the UW campus area starting at 6:30 PM and ending between 2 AM and 3 AM, depending on the day. Both have service every 30 minutes.

Existing



Routes 81 UW Late Night Service

- The revised Route 81 loop will serve areas west and south of the UW campus. Service will be provided farther west than the current Route 81, serving Old University and the UW Hospital.
- Service hours and frequency will remain the same.

Proposed



Routes 82 UW Late Night Service

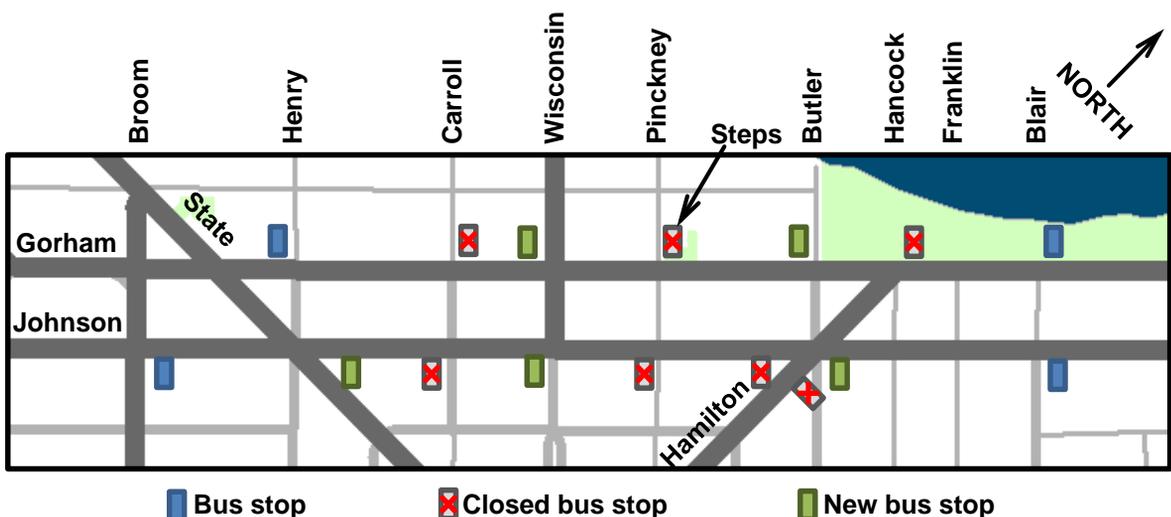
- The revised Route 82 loop will serve areas east of the UW campus, including State Street.
- Service hours and frequency will remain the same.

Proposed



Bus Stop Changes

- Stop consolidation on Jenifer, Atwood, and Walter (see separate pages associated with Route 3 on-time performance improvements)
- Close stop 2593 EB Odana near side Seneca / Gregory (unpaired, 1,200 feet between Frederick and Huron Hill / Cross)
- Close stop 739 NB Mills far side College Court (Relocate Mills and Regent stops to far side)
- Move stop 226 WB Regent near side East Campus Mall to far side West Washington (300 feet to the east)
- Combine stops 1725 EB Oakridge near side Atwood and 1905 EB Atwood near side Lakeland into one stop EB Atwood far side Oakridge; and relocate stop 1628 WB Atwood near side Lakeland to near side Oakridge
- Close bus stops: Gorham at Hancock, Gorham at Pinckney, Gorham at Carroll, Johnson at Carroll, Johnson at Pinckney, EB Johnson near side Hamilton, and NB Hamilton near side Johnson.
- Open new bus stops: WB Gorham far side Butler, WB Gorham far side Wisconsin, EB Johnson far side State, EB Johnson near side Wisconsin, and EB Johnson far side Hamilton.
- See the map below. The goal of this change is to relocate bus stops to the far sides of intersections, towards signalized intersections, away from inaccessible steps, and to have stops in logical places when detouring for State Street events.



Bus Stop Changes

- Close bus stops on Milwaukee Street at: WB Farwell, Waubesa / Oak, railroad crossing, and EB near side Fair Oaks.
- Open new bus stops on Milwaukee Street at: Corry (far side) and Starkweather Creek Path (EB near side, WB far side).
- See the map below. The goal of this change is to make the stop spacing more even, remove unpaired stops, and add stops at the Starkweather Creek Path.



- Close bus stops at: WB Spaight near side Baldwin, NB Rogers near side Spaight, Rutledge at Russell, and Oakridge at Dunning.
- Open new bus stops at: WB Rutledge near side Rogers.
- See the map below. The goal of this change is to make the stop spacing more even, remove unpaired stops, and bring the stop spacing into compliance with Metro's stop spacing standards.

