



Transit Network Redesign

Implementation Update

City of Madison Transportation Commission

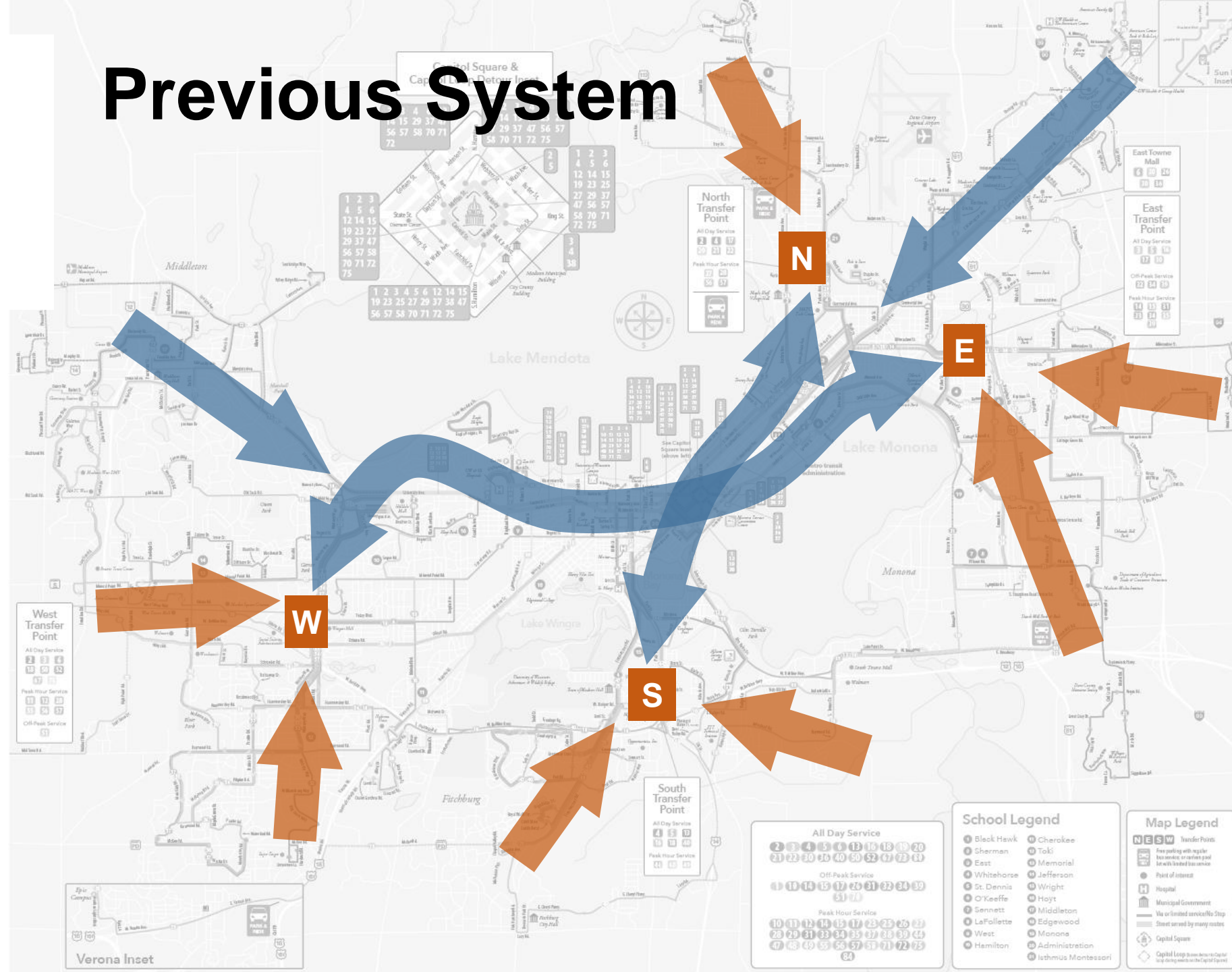
June 21, 2023

In 1998 Metro Implemented the Previous Transit Network using Transfer Points

- Allowed more coverage
- Longer travel times
- Required more transfers

Over time –
different groups
have different
experiences

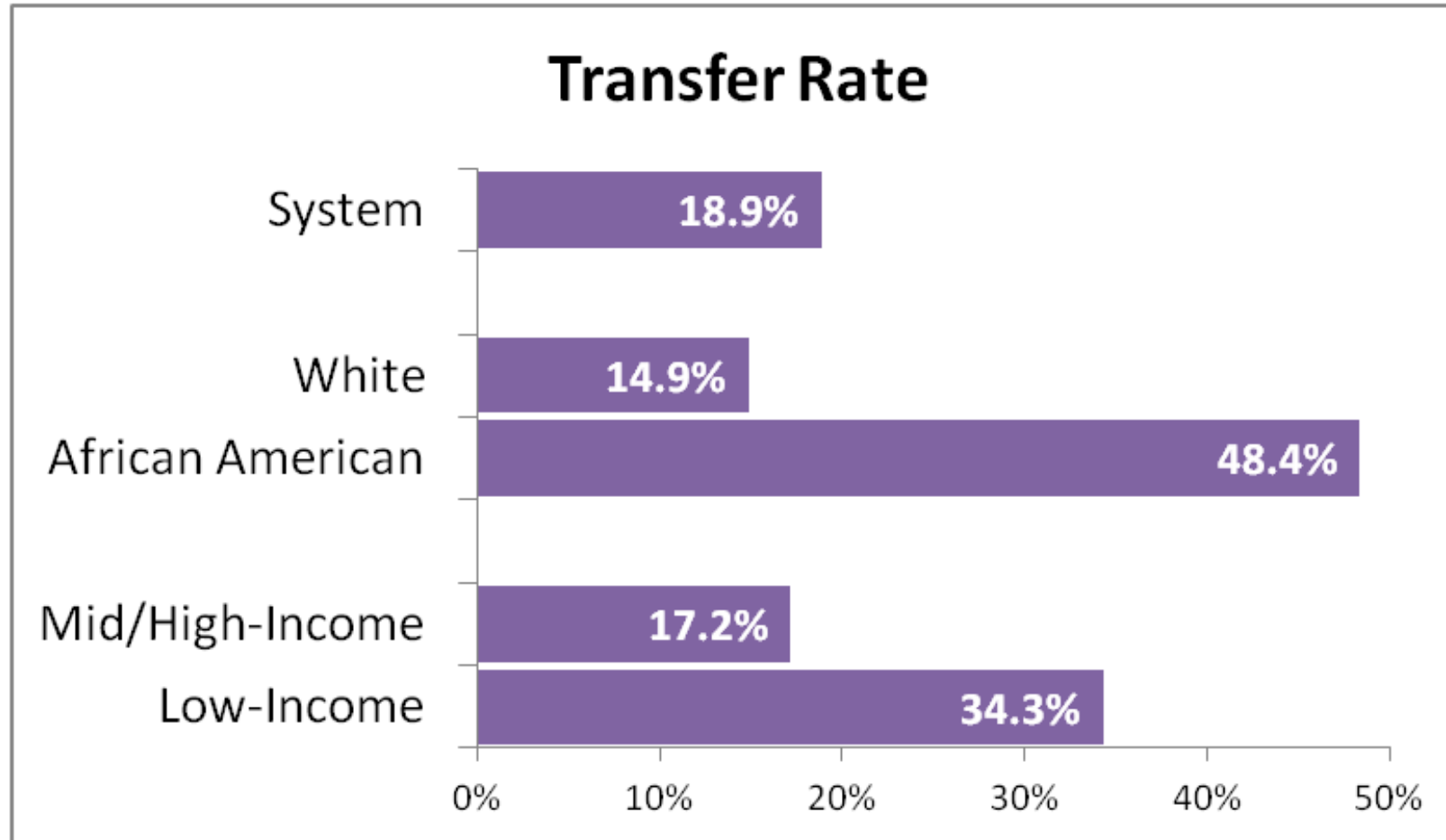
Previous System



Onboard Survey 2015

Previous System

Current transit system, African Americans transfer **3 times** more frequently than white riders



Hispanic riders had 1.5 times the transfer rate as non-Hispanic

On-time Performance

**Transfers
didn't affect
everyone
equally**

On-time performance
causes some riders to
miss their transfers

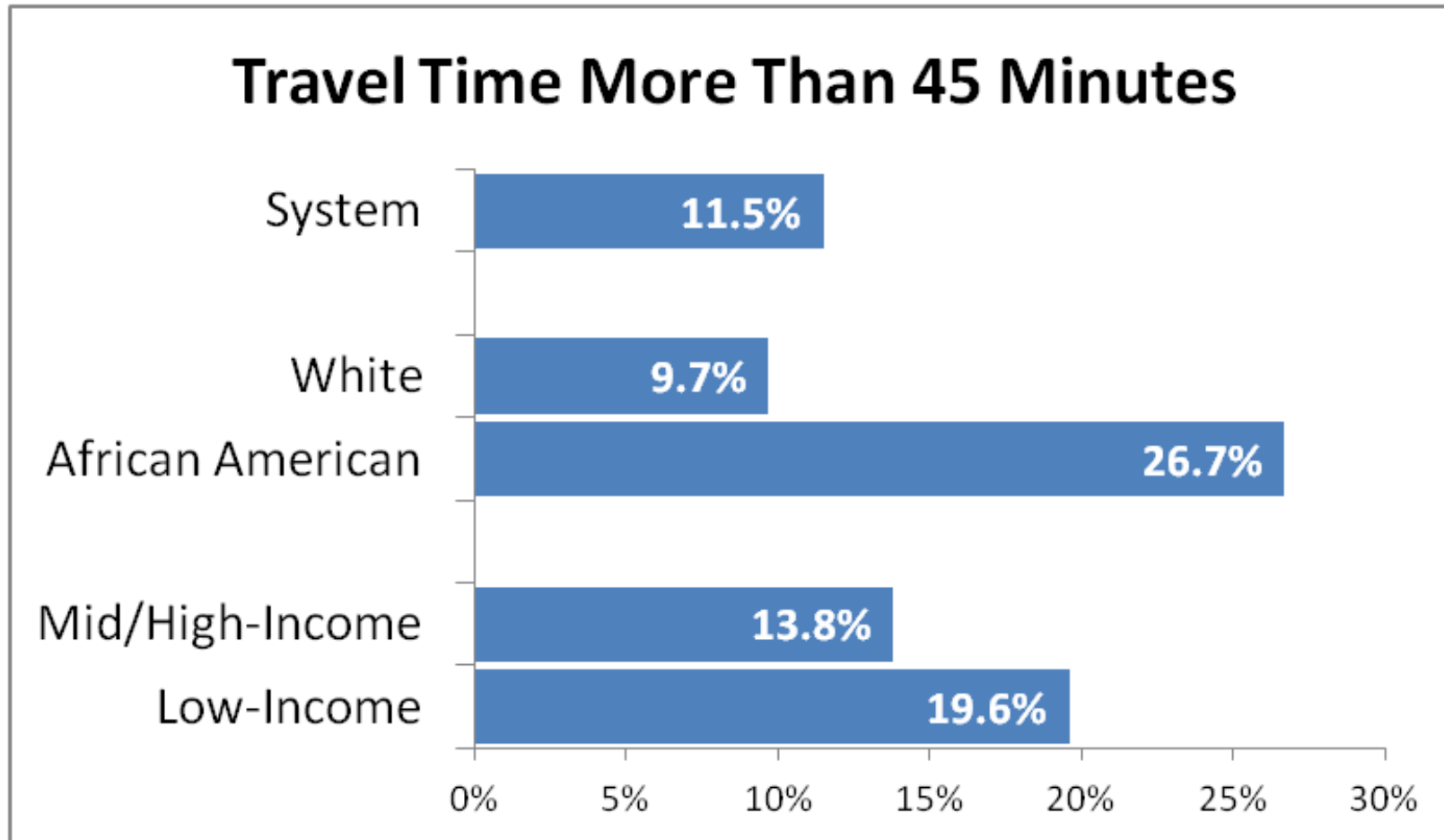
Old System



On-board Survey 2015

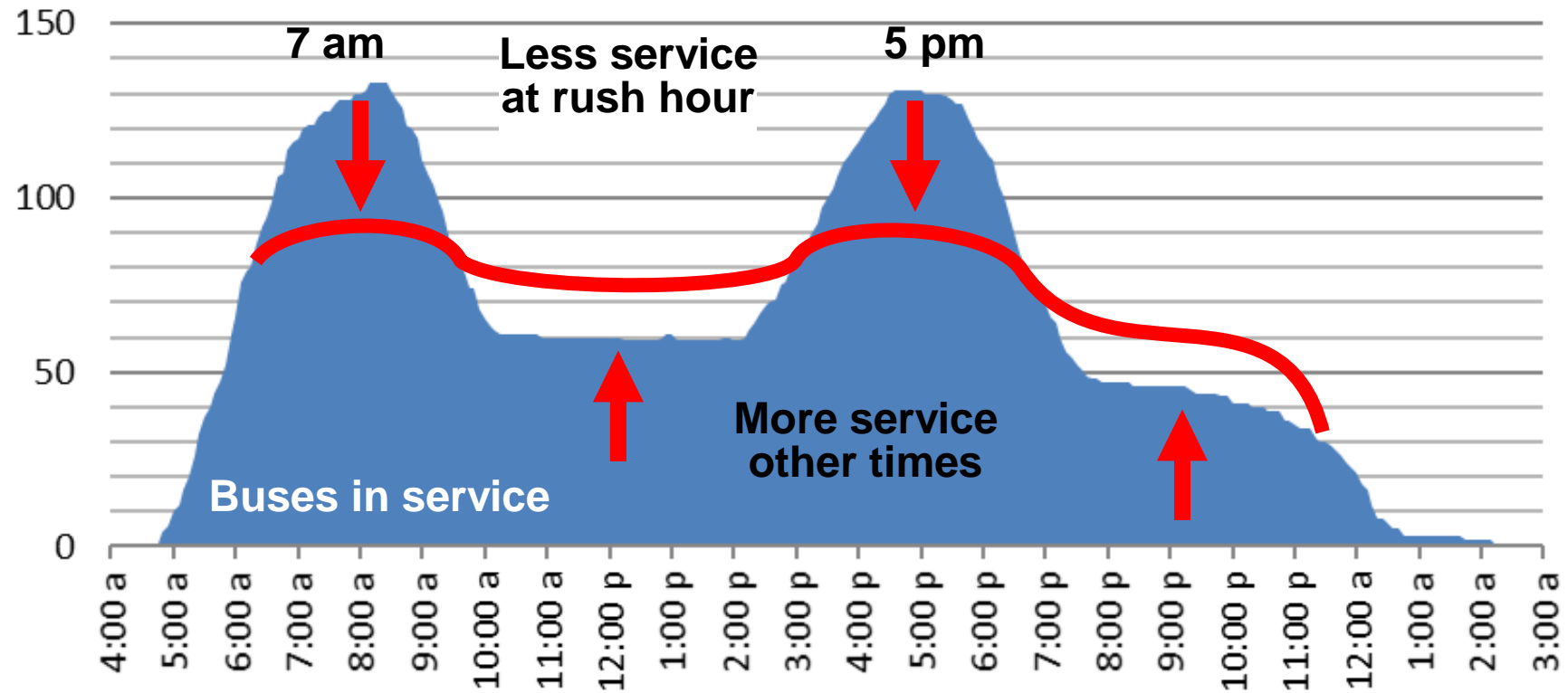
Current transit system, African Americans experience trips longer than 45 minutes almost **3 times** more frequently than white riders

Old System



Hispanic riders had trips longer than 45 minutes 1.5 times more frequently than non-Hispanic riders

Previous System



Transit Network Redesign

- The Metro Transit Network Redesign designed a route system that will better meet the needs of Madison area residents and businesses.



- www.MyMetroBus.com

Why do the Transit Network Redesign

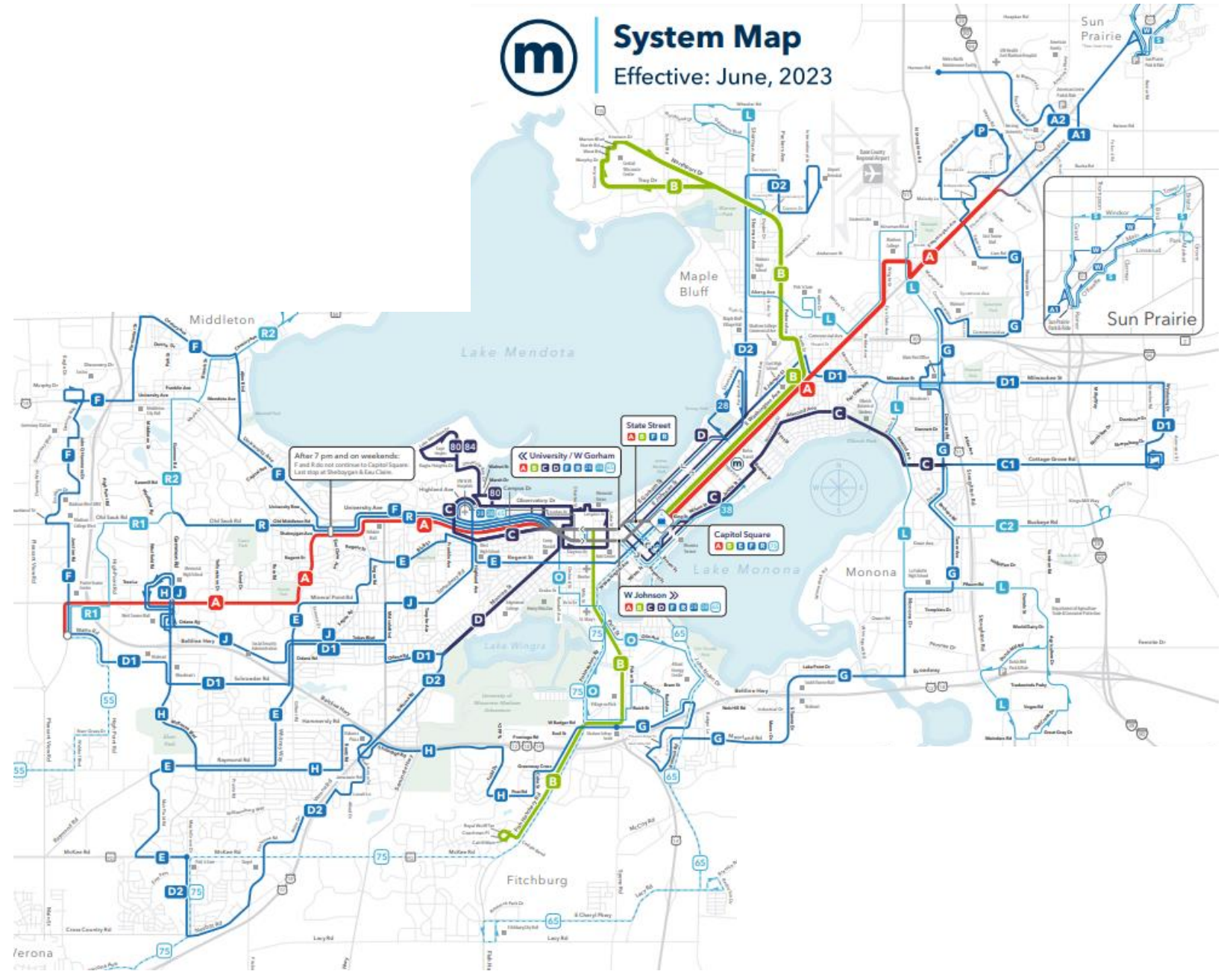
- Address long-standing issues and discrepancies
- Recover from COVID-19 in a way that reflects future needs
- Compliments BRT and brings some of those benefits to more neighborhoods

Planning Steps

- Phase 1 - Existing Conditions and Choices started in 2020
- Phase 2 - Alternatives
- Phase 3 - Draft Plan
 - Plan adjusted based on community feedback
- Phase 4 - Final Plan adopted by Council June 7, 2022
- Implemented Sunday June 11, 2023

Adopted Plan

Adopted plan consists of draft plan plus 17 amendments.

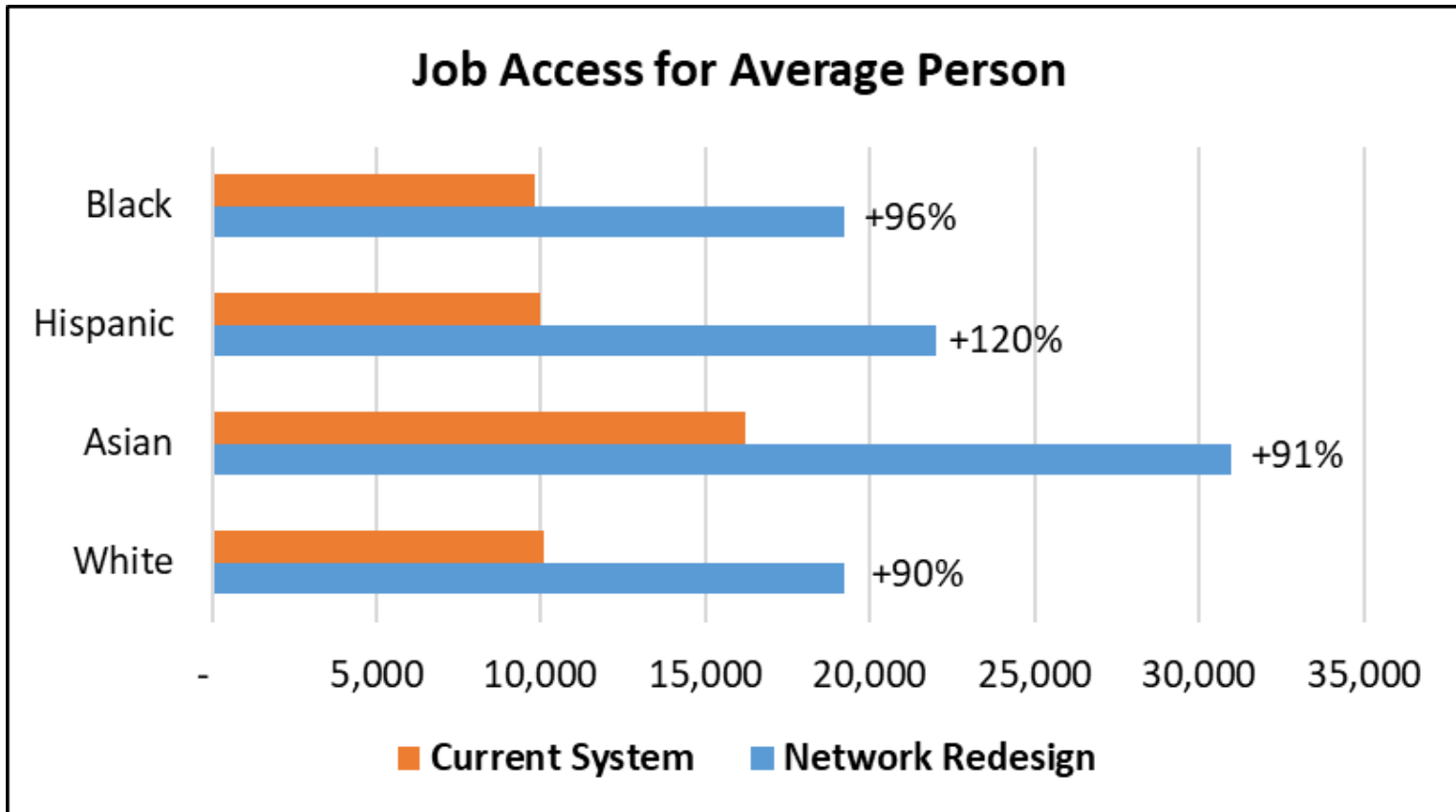


Title VI Results

- Title VI of the Civil Rights Act of 1964 prohibits Metro Transit from discriminating on the basis of race, color, and national origin
- Required “Service Equity Analysis” for major service changes
- Consistent with City goals and practices

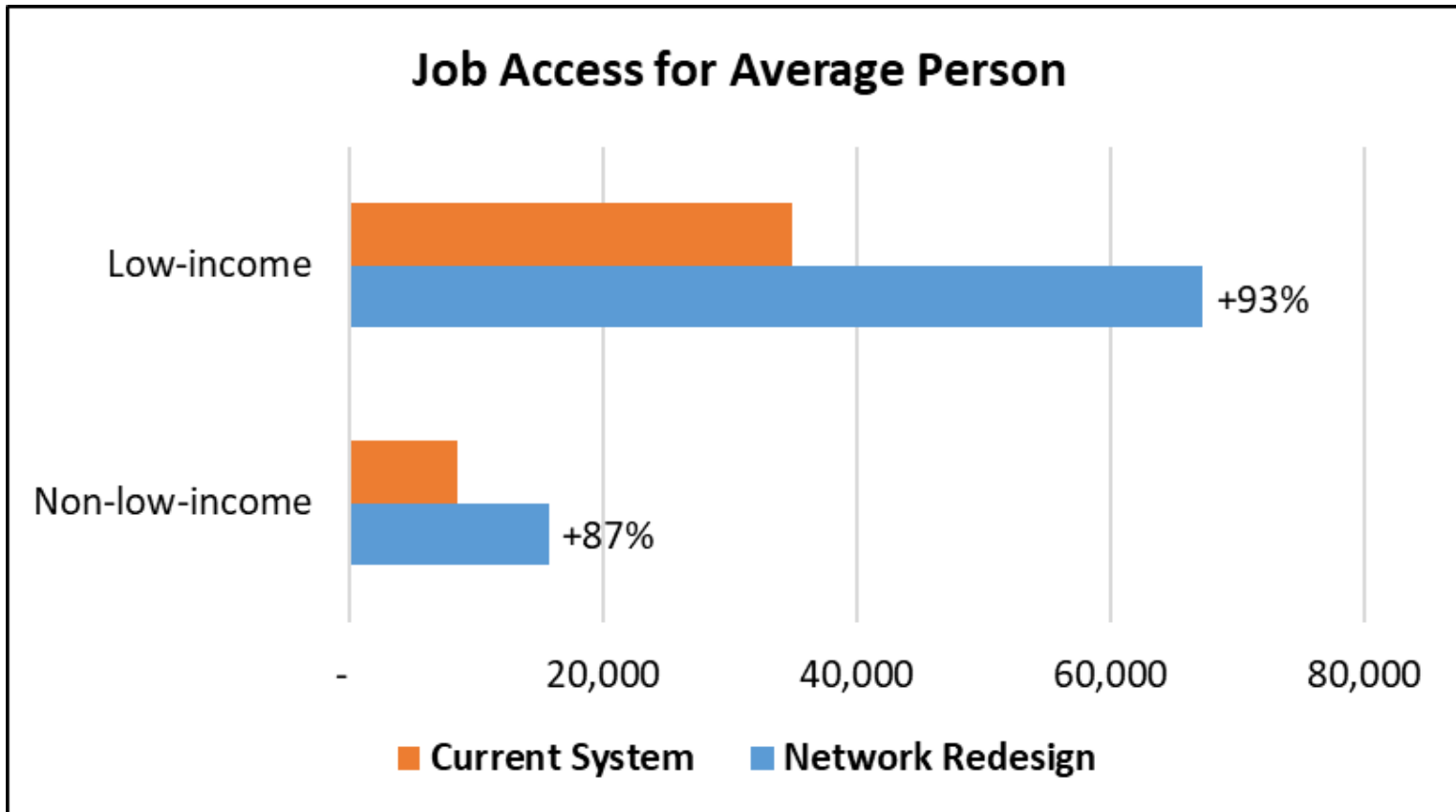
What we learned from Title VI

- These benefits reach people of color in the Madison area as much as, or more, than white people



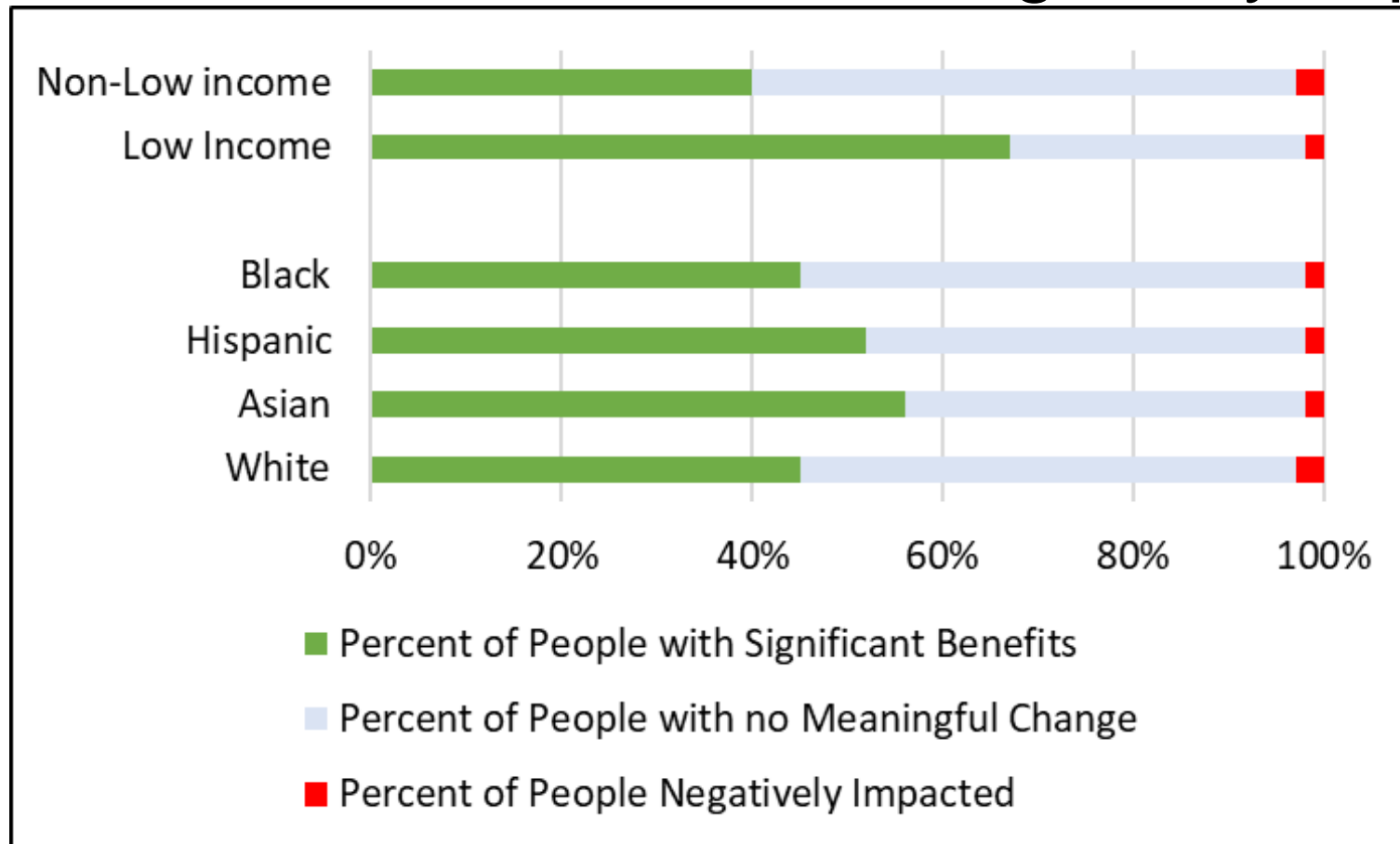
What we learned from Title VI

- These benefits reach low-income in the Madison area as much as, or more, than non-low-income people



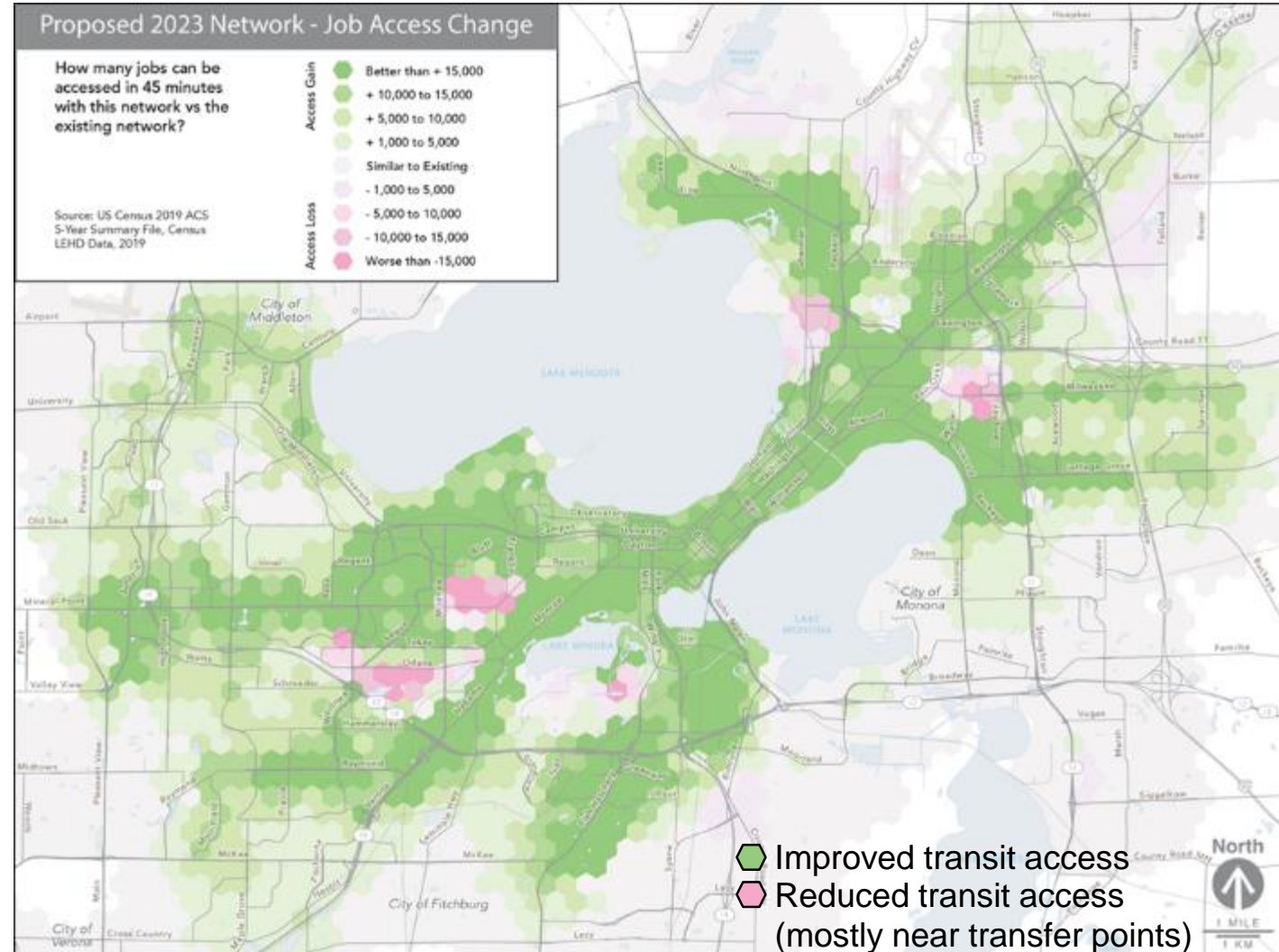
What we learned from Title VI

- The number of people in each demographic group who benefit far exceed those who are negatively impacted



What we learned from Title VI

- Looking geographically, low-income and historically marginalized neighborhoods are not outliers. They benefit as well.

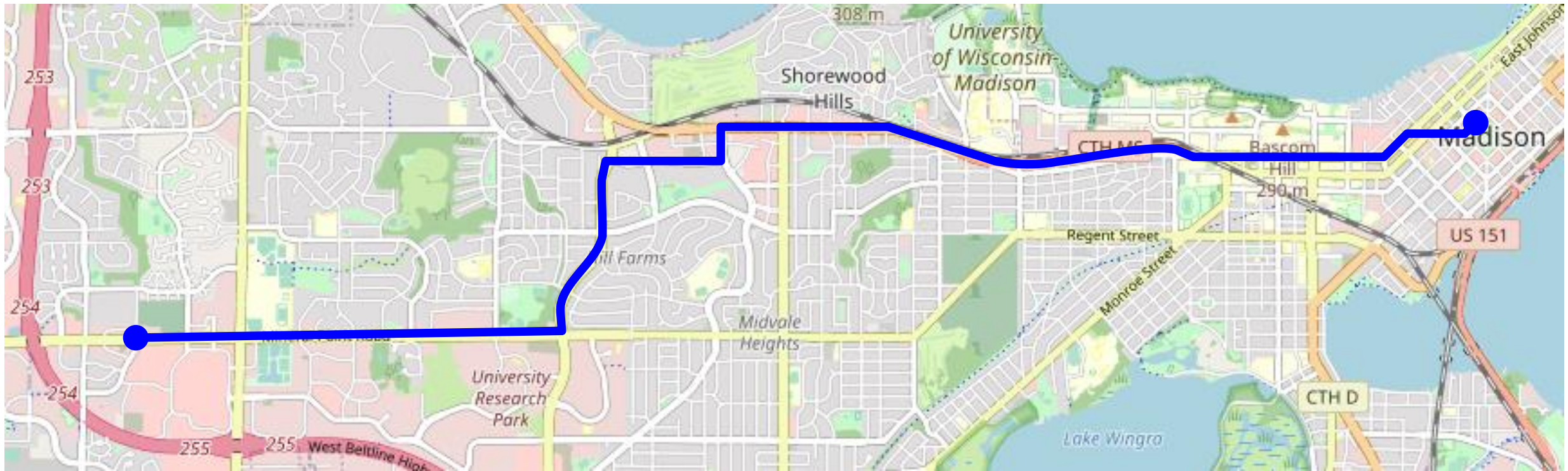


Example trip: Capitol Square to West Side



Route 6, transfer to Route 67, total travel time is about 50 minutes, plus a wait of 0 to 30 minutes.

Example trip: Capitol Square to West Side



Route A, total travel time is about 30 minutes, plus a wait of 0 to 15 minutes.

How it is Going?



Route and Bus Stop Information

- System map and schedules online, with paper copies available
- Online trip planning information available ahead of time
- Most bus stop signs show both old routes numbers and new route letters
- Permanent signs will are currently replacing the old signs
- Ride guides and Metro staff have been at bus stops and riding buses helping people navigate



Operations

- Drivers had been training on the new routes for several months
- Mostly seamless transition from the old system to the new system
- Some issues at the terminals being worked out

Facilities and infrastructure

- New queue jump at Milwaukee Street and Stoughton Road is operational
- New bus stops are mostly operational, some delays
- 7 Capitol Square and State Street shelters have been removed
- Some shelters have been redeployed to new locations
- South Transfer Point remains open, remaining three have been closed
- Randall and Vilas traffic circle expected to be completed later this year

Facilities and infrastructure



Badger Road and Rusk Avenue



Milwaukee Street and Stoughton Road

Schedules and Detours

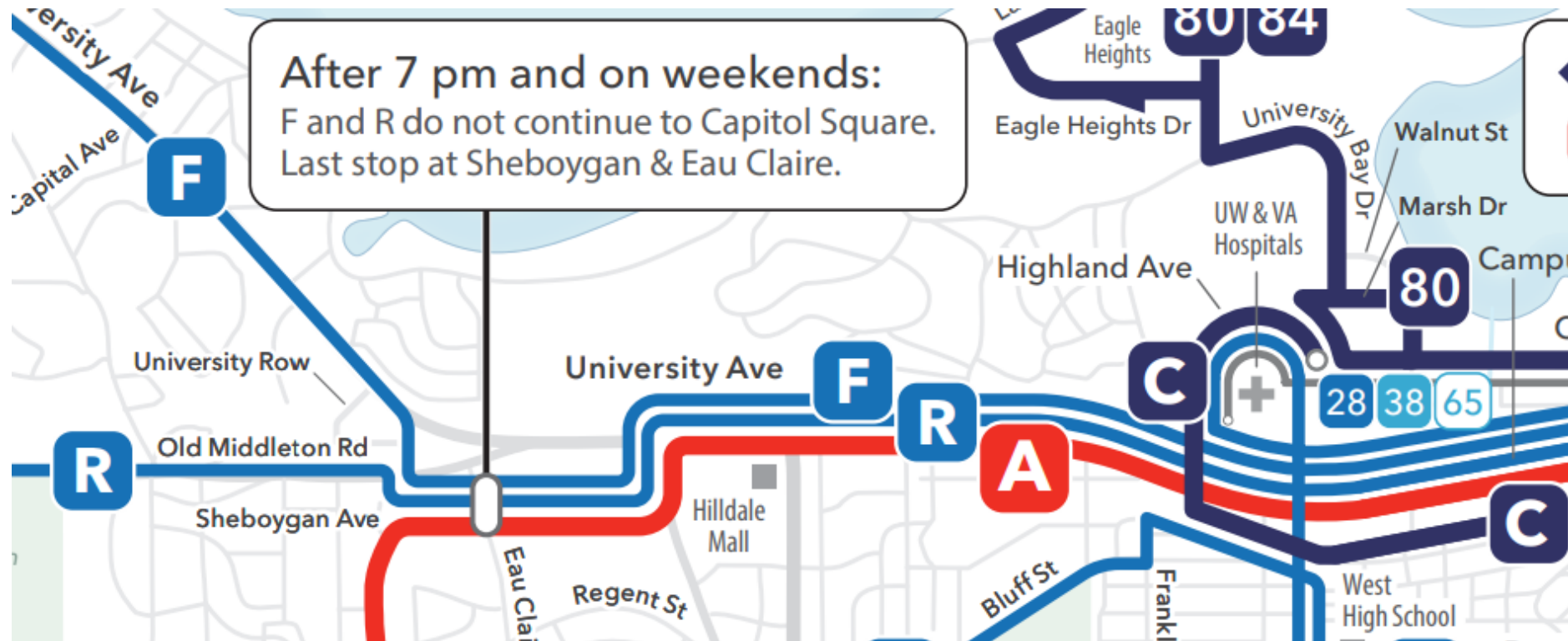
- Many detours related to BRT, Wilson Street, Atwood Avenue, etc, combined with the new network, are causing confusion
 - Improved signage has been deployed
- Lane closures on University Avenue, Johnson Street, and East Washington are causing delays
- As people are learning the new system, questions to the driver are higher than normal
 - This is expected and the effect will diminish

Feedback

- Many varied opinions, both positive and negative, on the buses and at the bus stops
- Most notable complaint is the trip between the near west side and UW hospital
- Some connections between routes are working better than others
- Desire for more frequent service on Route L

Near West Side to UW Hospital

- High volume movement now requires a transfer
- Transfer is a long wait on evenings and Sundays



Riders take Route A, F, or R to University Bay, then transfer to Route C or J

Possible Solutions – West Side to UW Hospital

- Route 38 extended west, providing a direct ride on weekdays during the day
- Improved service on Routes A and C will reduce the chances of a long wait between the two
- More information will be available at July 12 Transportation Commission meeting

Other Possible August Changes



- More information will be presented at the July 12 Transportation Commission meeting



Transit Network Redesign

Implementation Update

City of Madison Transportation Commission

June 21, 2023