

Overview

Route 6: Schedule adjustments.

Route 11: Service shift from Science Dr., State St., and the Capitol Square.

Route 23: New service to Sun Prairie.

Route 25: Restructure of limited stop zone.

Route 26: Map/schedule adjustments.

Route 29: Service shift from Northport Dr., Packers Ave., Lower State St., and Lake St.
Restructure of limited stop zone.

Routes 31, 34, 39: Elimination of Routes 34 & 39, and restructure of Route 31 to provide all day service to the Owl Creek Neighborhood, Dutch Mill Park & Ride and the new Pinney Branch Library.

Route 84: Route operates every 25 minutes resulting in one additional trip.

Bus Stop Changes: East Washington/Dickinson.

Supplemental School Service: Two middle schools (Cherokee and Jefferson) transition to yellow bus service at the start of the 2019-20 school year.

Route 6

At 5:45 p.m., service shift from Mineral Point/Midvale via to Toepfer/Tokay via.

This provides a connection to Route 55 at the West Transfer Point allowing Epic employees better travel to the Tokay neighborhood.

Current:

Weekday (p.m.) West Transfer Point // East Towne Mall



Proposed:

Weekday (p.m.) West Transfer Point // East Towne Mall



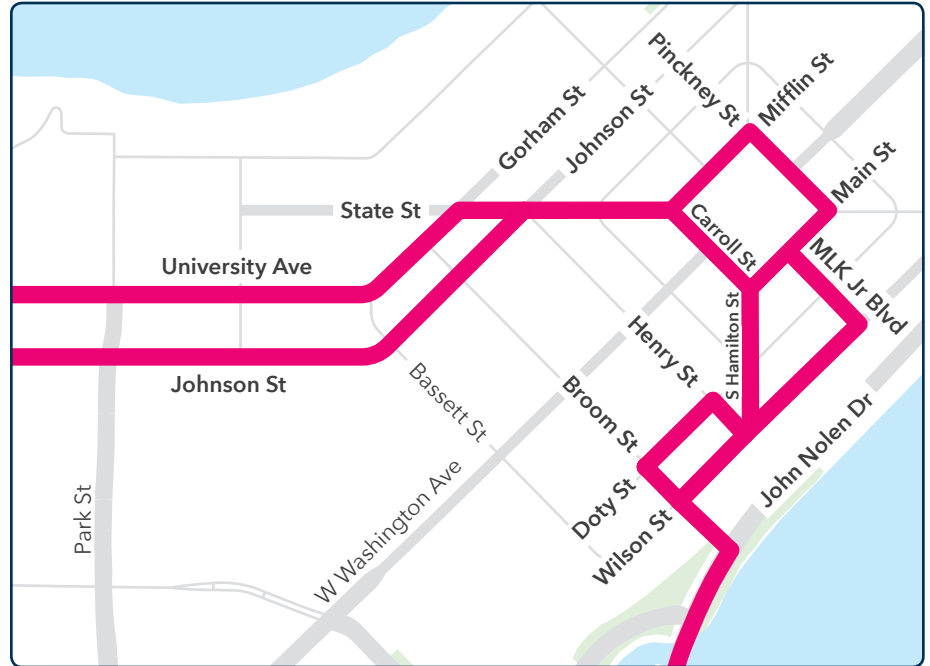
Route 11

Shift from State St./ Capitol Square

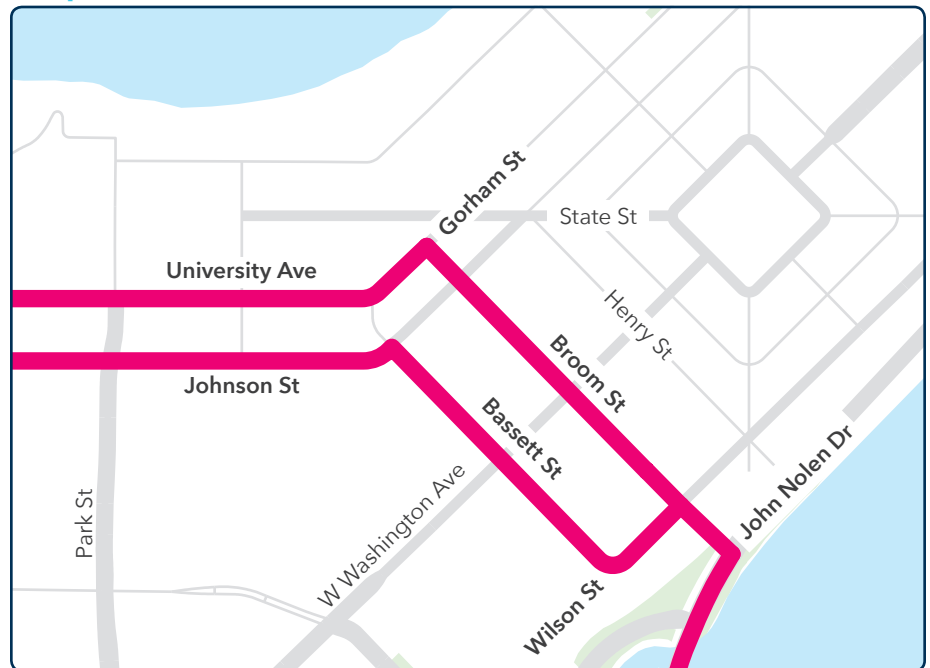
Service shift from State St./
Capitol Square to Broom/
Bassett.

- Reduces running time in downtown area allowing more time on west end of the route.
- Service to Capitol area provided by Route 6.

Current:



Proposed:



Route 11

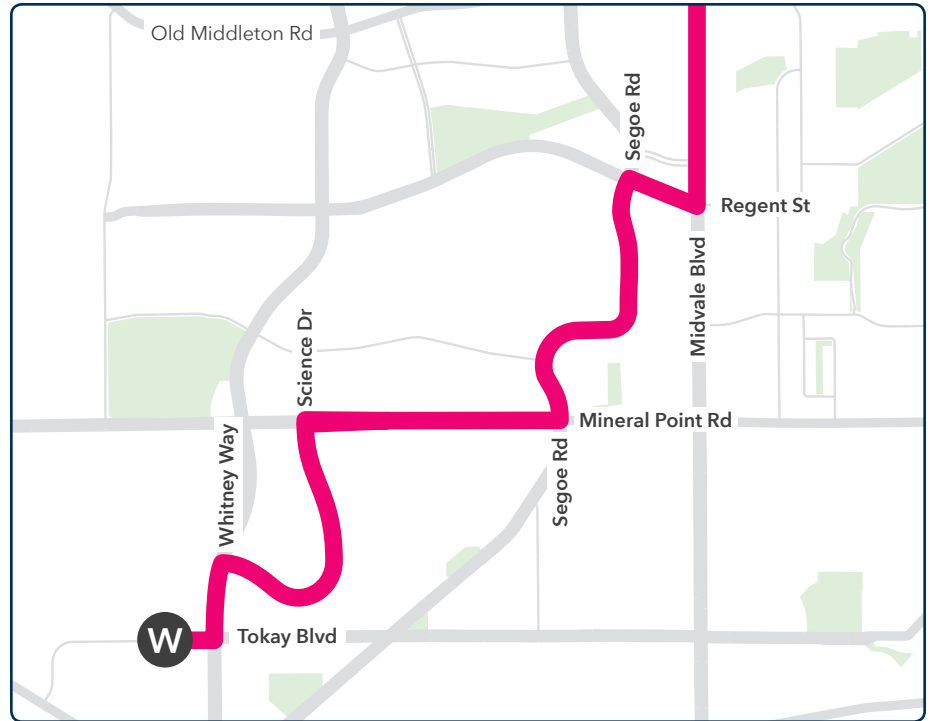
Shift from Science Dr.

Service shift from Science Dr. and Mineral Point Rd. to Tokay and Midvale.

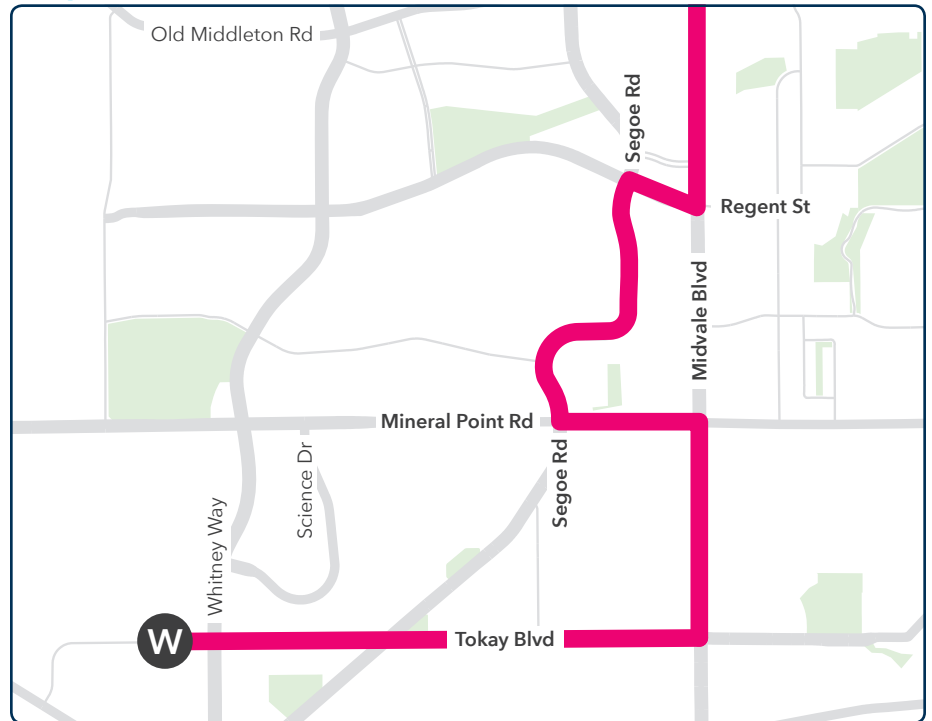
- This increases the route's coverage area and provides direct service from southwest neighborhoods to the UW Hospital area.

Service to Science Dr. and Mineral Point Rd. provided by Route 6.

Current:



Proposed:



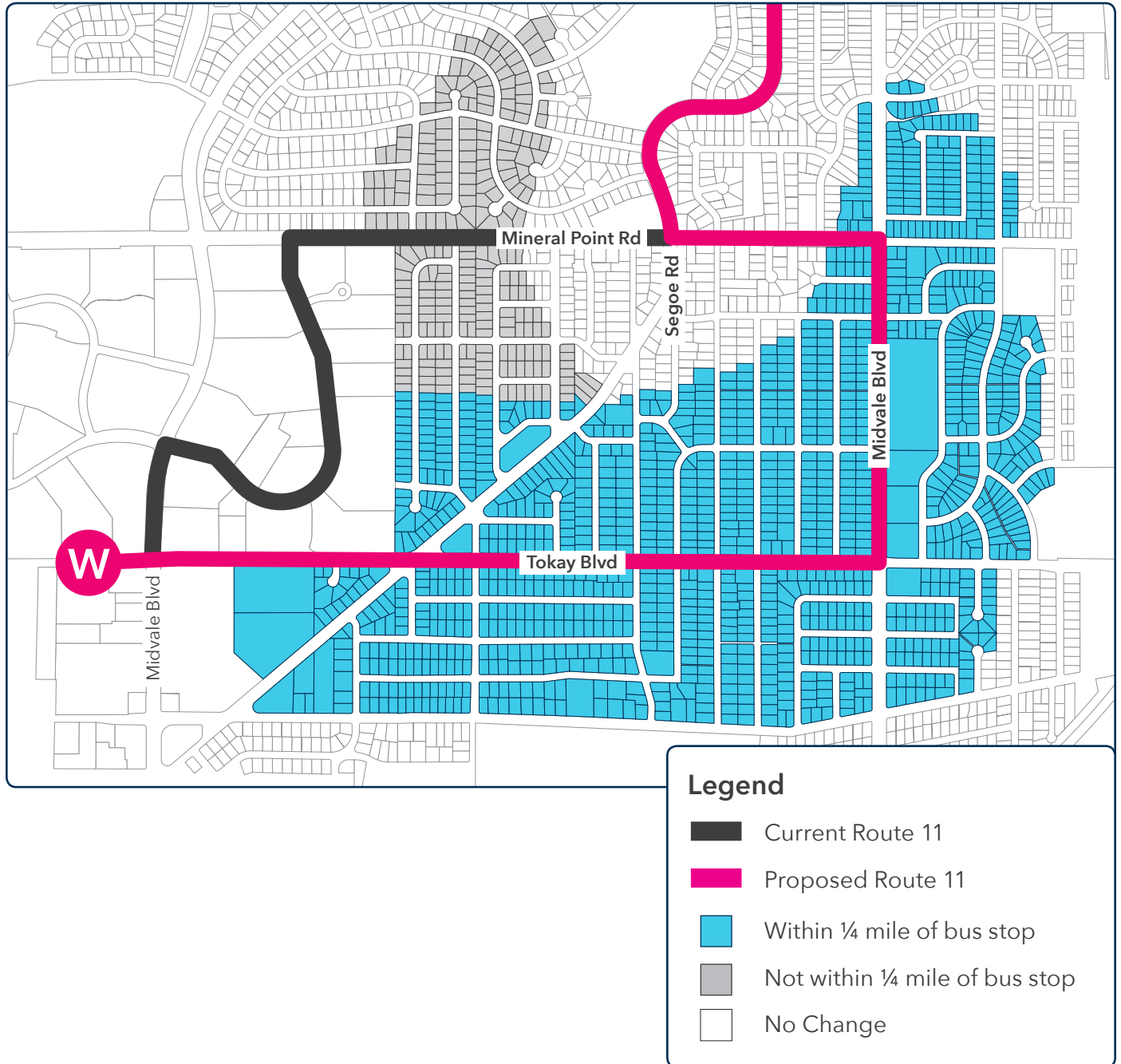
Route 11

Increase of Households Served

Proposed change would increase the number of households that are ¼ mile walking distance from a bus stop.

Parcels in gray would no longer be within ¼ of a bus stop.

Parcels in blue are the increased number of households that would be within a ¼ mile of proposed new stops.



Route 23

Proposed New Route to Sun Prairie

Operates between the Capitol Square and Sun Prairie during morning and afternoon peak hours.

- Limited stop zone along East Washington Ave.
- New Metro stops in Sun Prairie.
- New Park & Ride to be constructed in Sun Prairie at O’Keeffe Ave. and Reiner Rd.

Proposed:



Note: All stops served on the Capitol Square.

Route 25

Proposed Stop Locations

Restructure of limited stops on East Washington Ave.



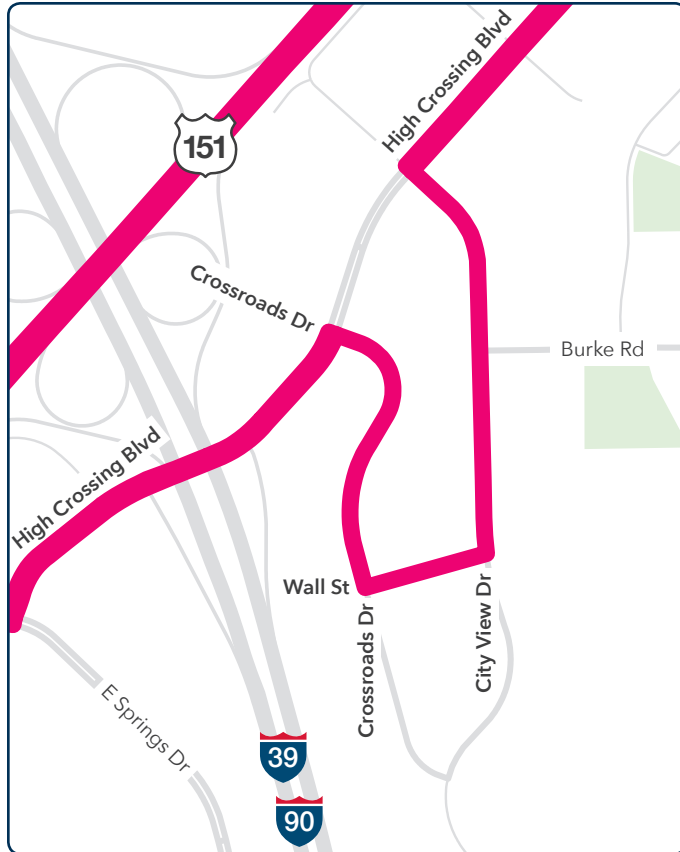
Note: All stops served on the Capitol Square.

Route 26

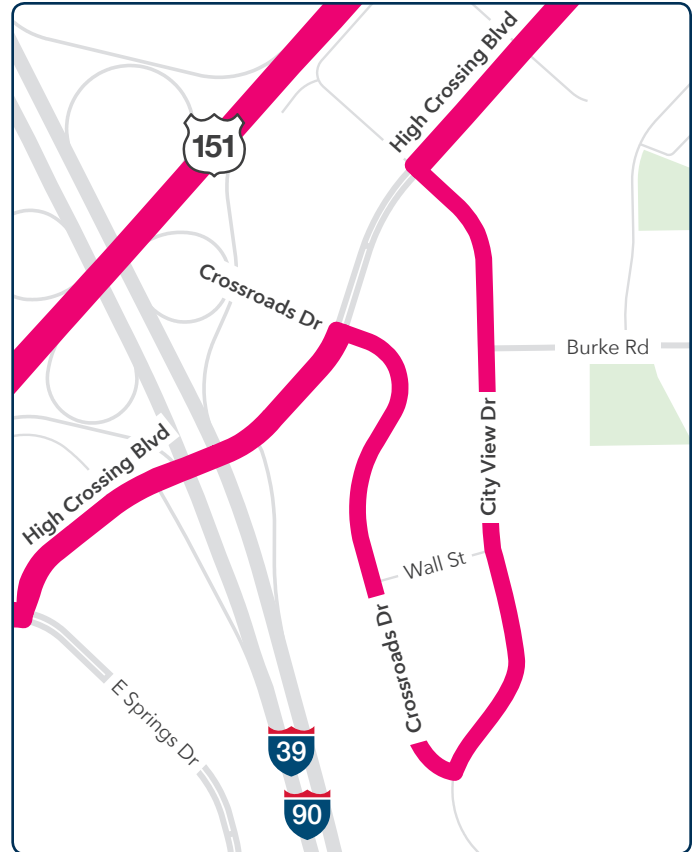
Proposed Service Shift

Due to plowing/salting implications, City of Madison Streets Department has requested service to be shifted south to eliminate bus travel on Wall St.

Current:



Proposed:



Route 26

Schedule Changes

Weekdays - Schedule adjusted by approximately 4 minutes.

Weekends - Trips leave East Towne approximately 15 minutes earlier in the morning and 6 minutes earlier in the afternoon.

| Weekday | | Weekend | |
|----------------------|-----------|----------------------|-----------|
| American Center Loop | | American Center Loop | |
| Current: | Proposed: | Current: | Proposed: |
| East Towne Mall | | East Towne Mall | |
| ① | | ① | |
| 6:32 | 6:30 | 7:34 | 7:20 |
| 7:04 | 7:00 | 8:04 | 7:50 |
| 7:34 | 7:30 | 8:34 | 8:20 |
| 8:04 | 8:00 | 9:04 | 8:50 |
| 8:34 | 8:30 | 9:34 | 9:20 |
| 9:04 | 9:00 | 10:04 | 9:50 |
| 9:34 | 9:30 | 10:34 | 10:20 |
| 10:04 | 10:00 | 11:04 | 10:50 |
| 10:34 | 10:30 | 11:34 | 11:20 |
| 11:04 | 11:00 | 12:00 | 11:50 |
| 11:34 | 11:30 | 12:26 | 12:20 |
| 12:00 | 12:00 | 12:56 | 12:50 |
| 12:26 | 12:30 | 1:26 | 1:20 |
| 12:56 | 1:00 | 1:56 | 1:50 |
| 1:26 | 1:30 | 2:26 | 2:20 |
| 1:56 | 2:00 | 2:56 | 2:50 |
| 2:26 | 2:30 | 3:26 | 3:20 |
| 2:56 | 3:00 | 3:56 | 3:50 |
| 3:26 | 3:30 | 4:26 | 4:20 |
| 3:56 | 4:00 | 4:56 | 4:50 |
| 4:26 | 4:30 | 5:26 | 5:20 |
| 4:56 | 5:00 | 5:56 | 5:50 |
| 5:26 | 5:30 | 6:26 | 6:20 |
| 5:56 | 6:00 | 6:56 | 6:50 |
| 6:26 | 6:30 | 7:26 | 7:20 |
| 6:56 | 7:00 | 7:56 | 7:50 |
| 7:26 | 7:30 | 8:26 | 8:20 |
| 7:56 | 8:00 | 8:56 | 8:50 |
| 8:26 | 8:30 | 9:26 | 9:20 |
| 8:56 | 9:00 | | |
| 9:26 | 9:30 | | |
| 9:56 | 10:00 | | |
| 10:26 | 10:30 | | |

Trip is NOT operated on Sundays or holidays.

Trips are NOT operated on holidays.

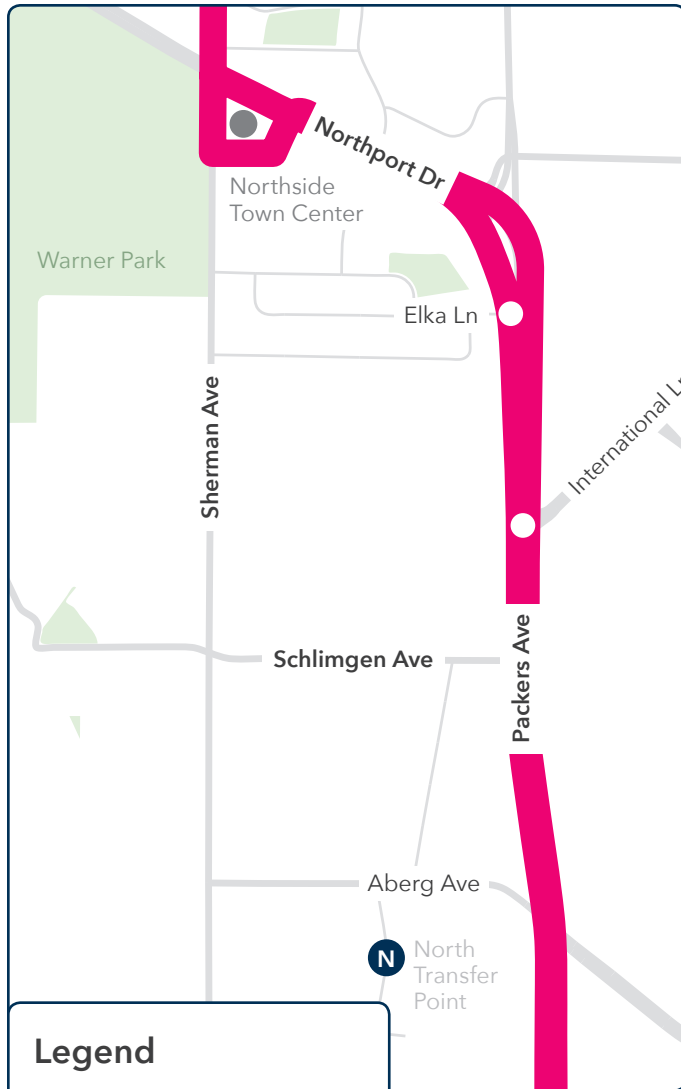
Route 29

Shift from Packers Ave. to Sherman Ave.

Service removed from Northside Town Center parking lot due to Park and Ride space no longer being available.

Limited stop zone reorganized.

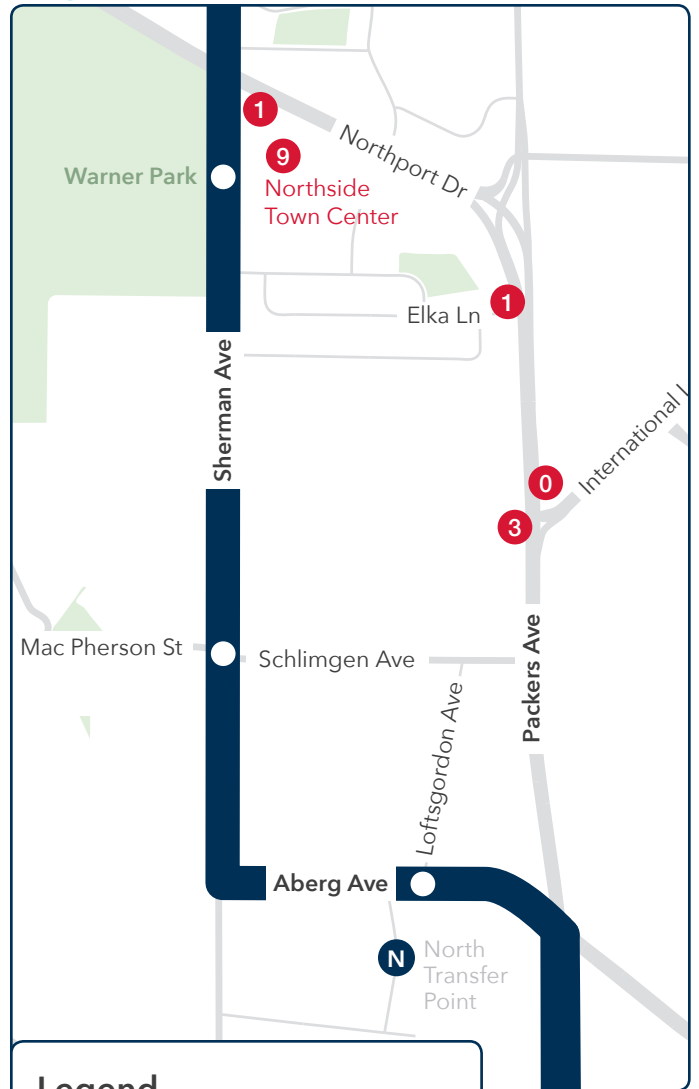
Current:



Legend

- Available stops in limited stop zone

Proposed:



Legend

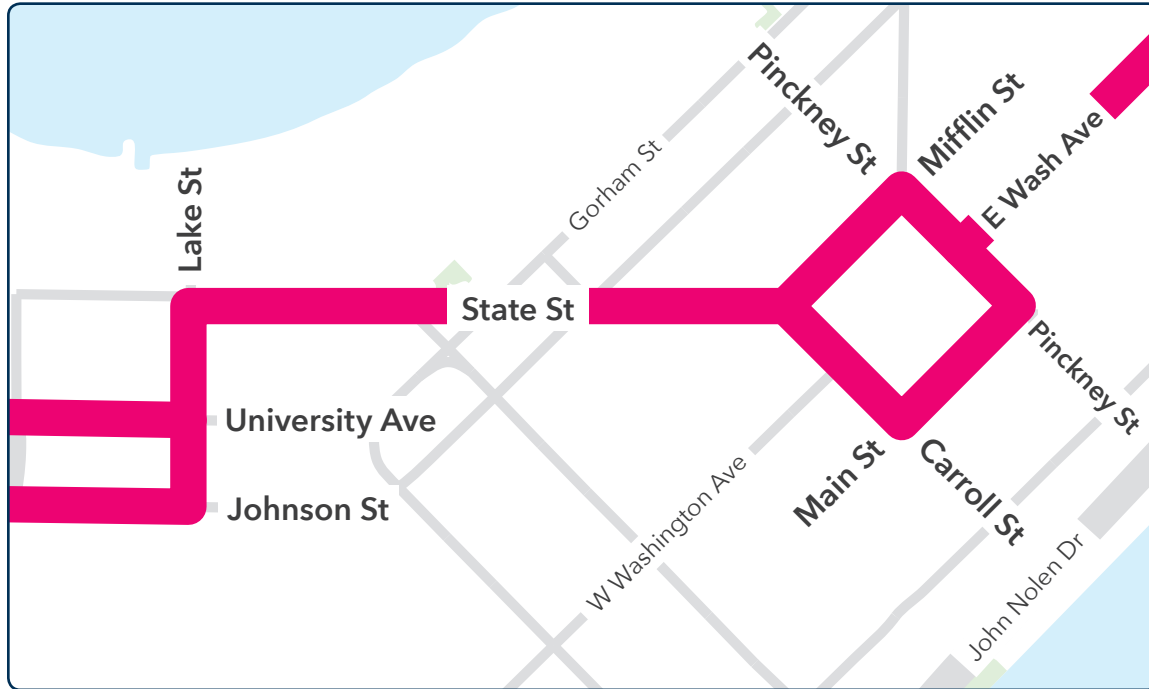
- Proposed stops in limited stop zone
- Eliminated stop with average daily boardings

Route 29

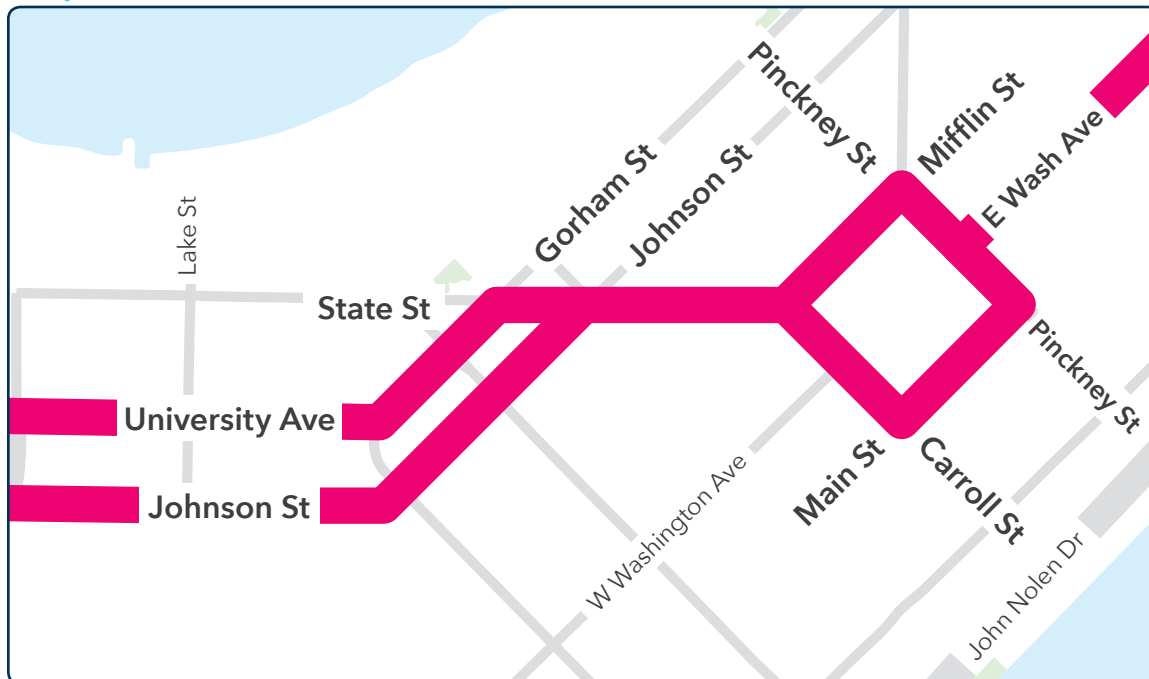
Shift from State St. to Johnson and Gorham Streets.

Service removed from high pedestrian traffic area on lower State St.

Current:



Proposed:



Route 29

Restructured East Washington Stops

Restructure of limited stops on East Washington Ave.

Proposed:



Note: All stops served on the Capitol Square.

Routes 31, 34 & 39 Proposed Restructure

Elimination of Routes 34 & 39 and restructure of Route 31 to provide all day WEEKDAY service to the Owl Creek neighborhood and the Dutch Mill Park & Ride Lot.

Service would also be provided to the new Pinney Branch Library that opens in the Spring of 2020.

Route 31

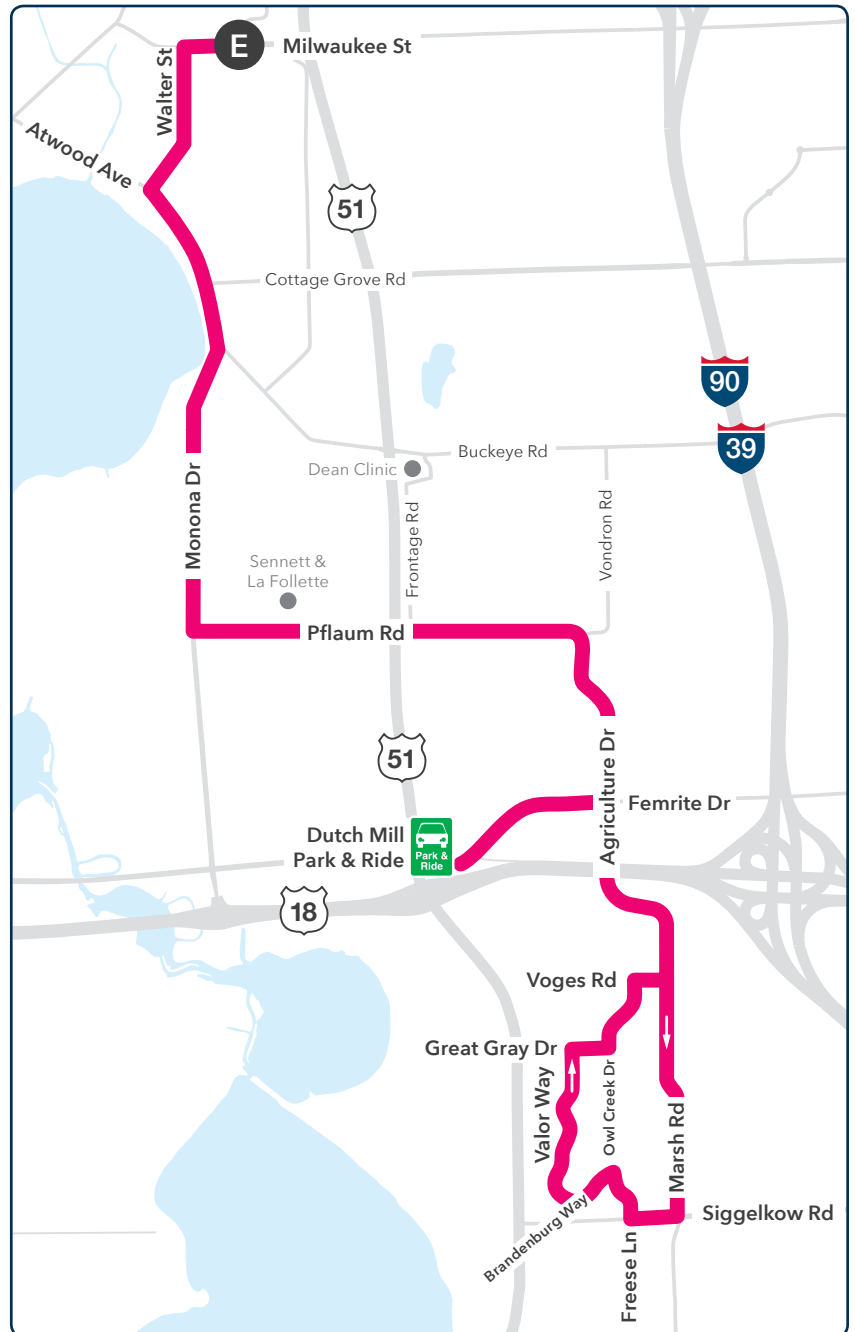
Current Routing

Serves East Transfer Point, Pflaum Rd. and Owl Creek neighborhood.

Service is hourly during peak periods, evenings, and weekends

No service on weekday middays.

Current:



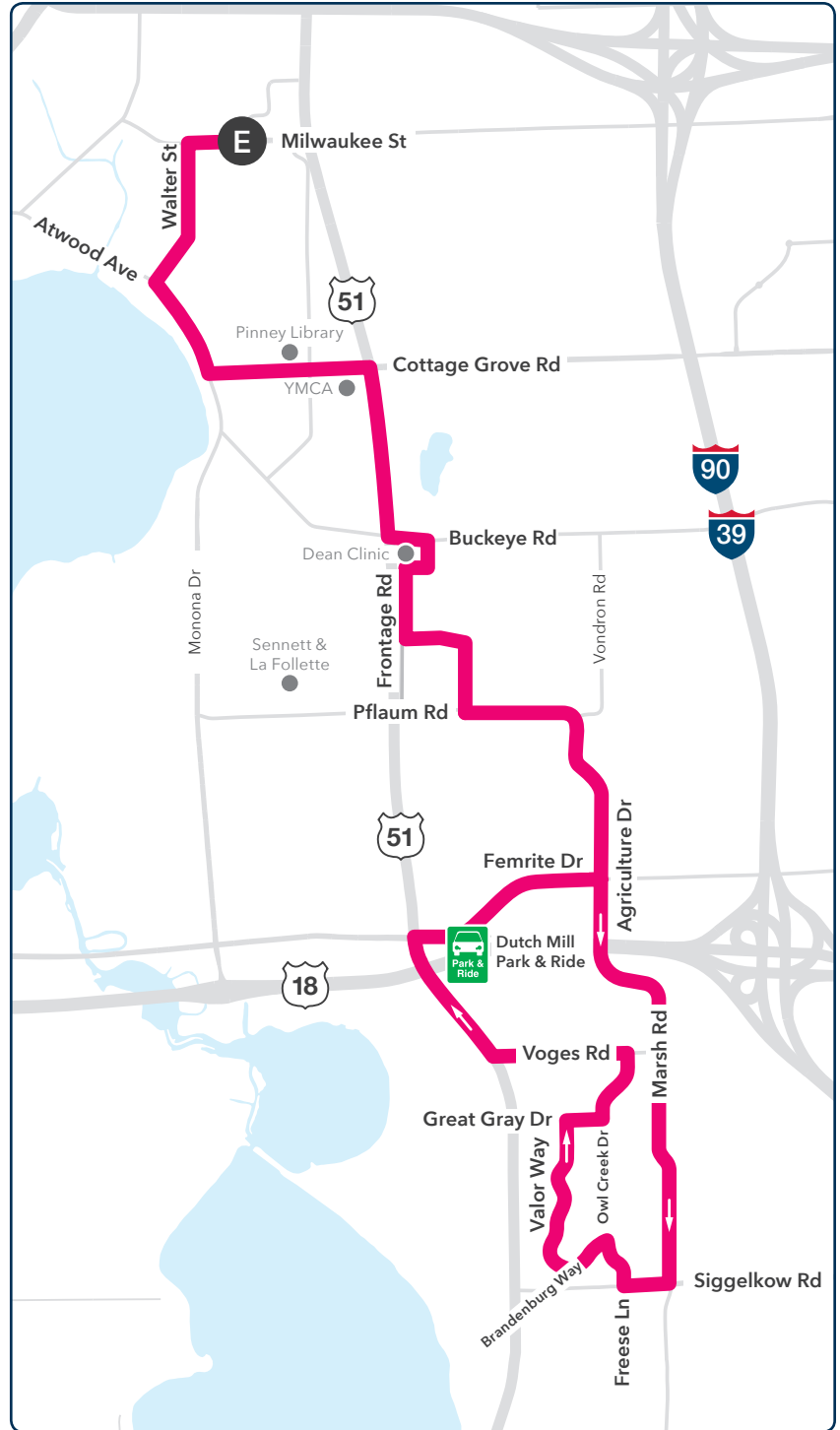
Route 31

Proposed Routing

Will consolidate existing Routes 31, 34 and 39 into a single route that provides 30-minute frequencies during peak hours and 60-minute frequencies during off-peak hours. Weekend and holidays service will also be available.

- Service shifted from Monona Dr. to Stoughton Rd.
- Will serve Pinney Library, Dean Clinic and YMCA, now served by Route 39.
- All trips operate to Dutch Mill Park and Ride to better serve the intercity bus terminal.
- Improves service to Owl Creek Neighborhood
 - Midday service added.
 - Frequency increased to every 30 minutes during peak hours.
 - Paratransit service added middays.
- Sennett/LaFollette students traveling to Owl Creek would see a 30 minute increase in travel time. Would need to use supplemental school routes or ride Route 16 to the East Transfer Point and transfer to Route 31.

Proposed:



Route 39

Eliminated

Low ridership route

Operates hourly during day – no evening service.

Service applied to Route 31.

Service area will mostly be covered by new Route 31:

- Dempsey Rd. peak period service provided by Route 38.
- Buckeye Rd. - 3 block walk to Routes 16, 32, 37, 38.
- Vondron Rd. - Walk to Route 31.
- Service lost to World Dairy - 1/3 mile walk to Route 31 on Pflaum and Agriculture.

Current:



Route 84 Schedule Changes

Add an extra trip to improve frequency from every 30 minutes to every 25 minutes.

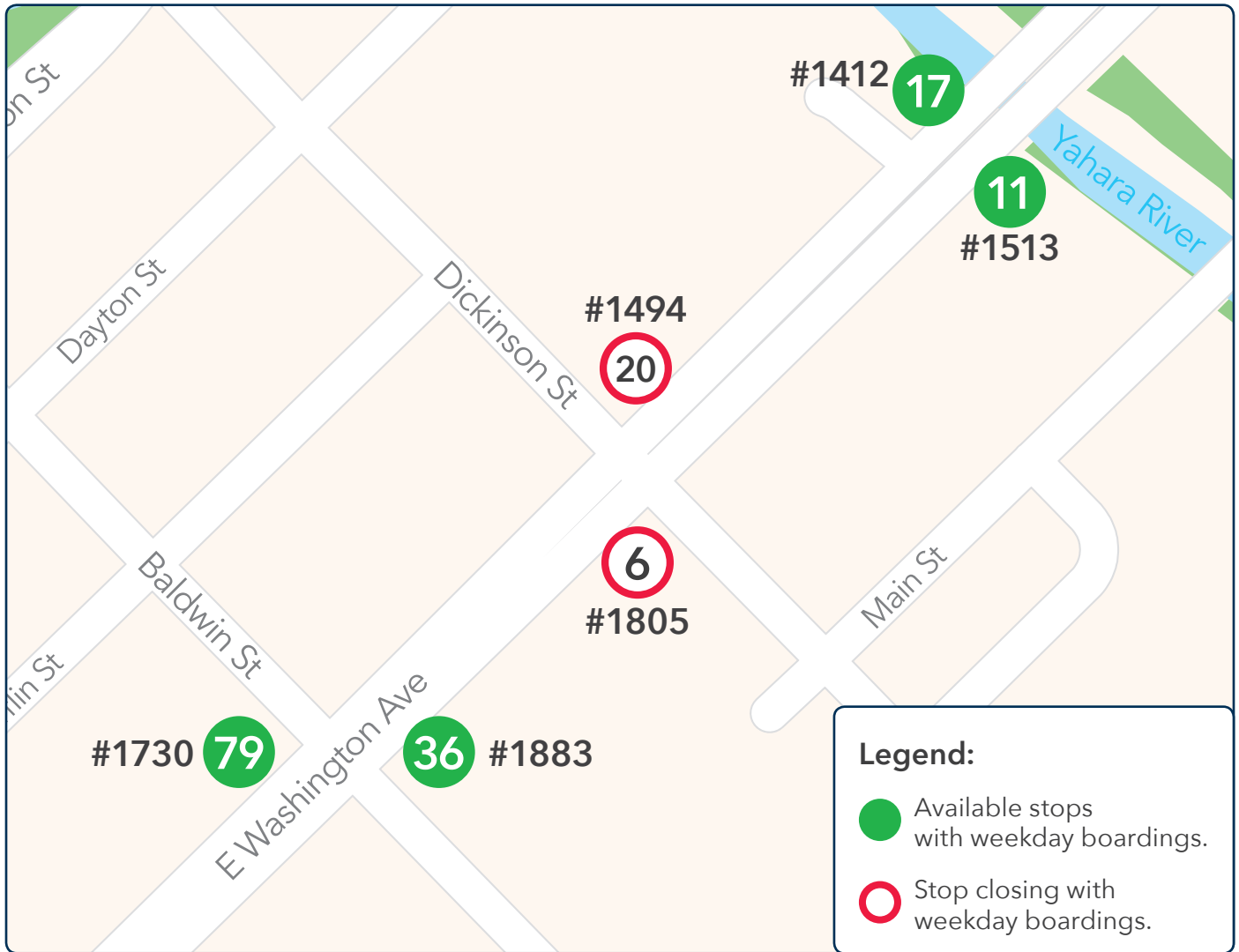
- This change may cause some buses to be late during bad weather when demand is at its peak.

| Weekday & Recess | Eagle Heights |
|-------------------------------|-------------------------------|
| Current: | Proposed: |
| Linden at Van Hise Hall | Linden at Van Hise Hall |
| ① | ① |
| 4:40 | 4:30 |
| 5:10 | 4:55 |
| 5:40 | 5:20 |
| 6:10 | 5:45 |
| 6:40 | 6:10 |
| | 6:35 |

Stop Eliminated: East Washington at Dickinson

This is a difficult, unsafe street crossing area with no traffic signal.

0.25 miles from Baldwin to Yahara River.

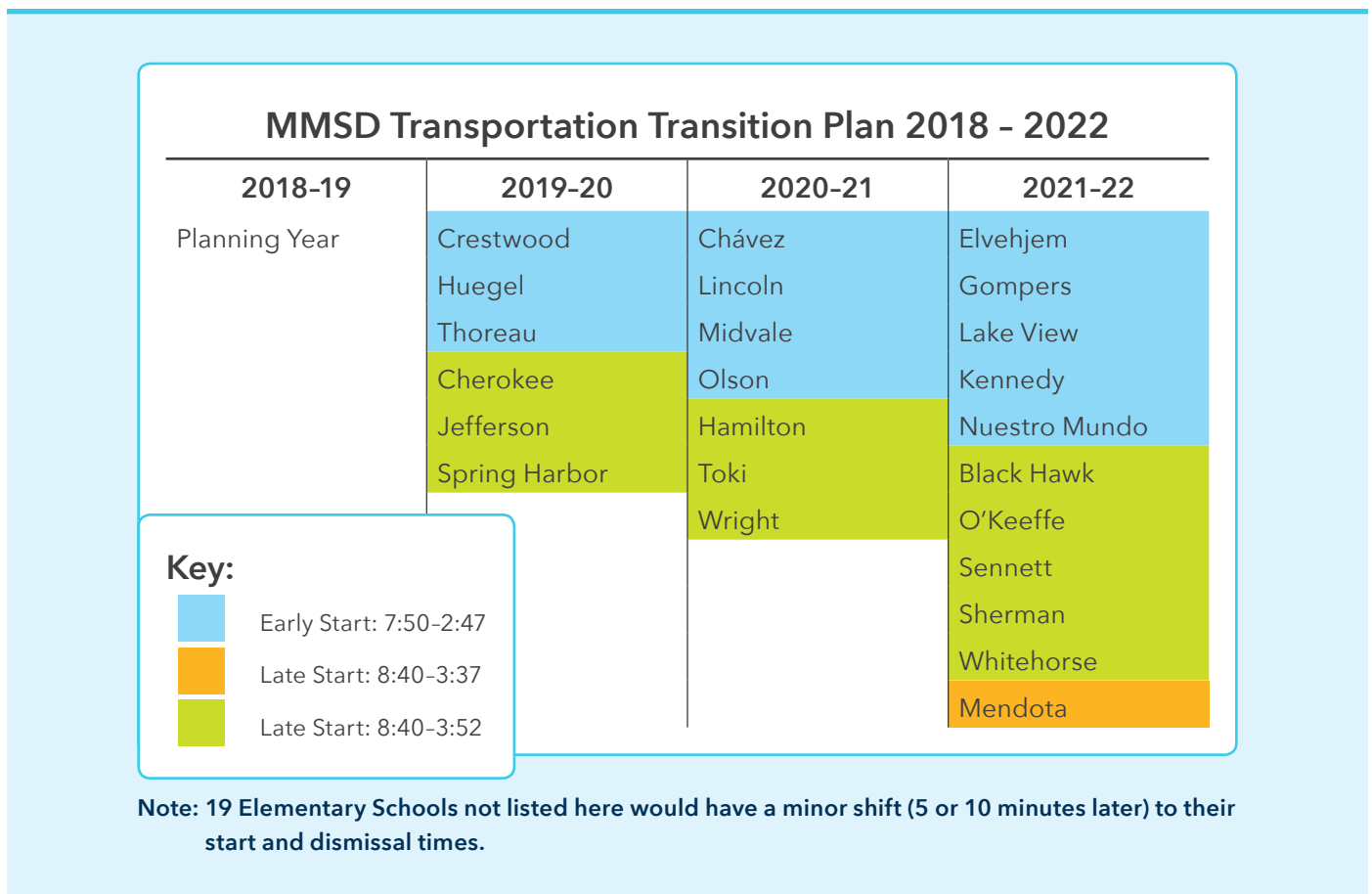


Supplemental School Service

Middle School Transportation—Transitioning from Metro to Yellow Bus

Over the next three years, the Madison Metropolitan School District (MMSD) will be transitioning towards yellow school buses to provide transportation for middle school students. Currently, MMSD contracts with Metro for both middle school and high school supplemental school day service. The transition is being made to allow later start times at the middle schools, as well as providing the ability for chaperons to ride with the students on the bus. Utilizing yellow buses will also allow MMSD more flexibility to make modifications to the routes when needed.

The chart below shows the transition plan (middle schools are highlighted in a green shade). The first two middle schools that will transition to yellow buses during 2019-20 are Cherokee and Jefferson (Metro does not currently provide transportation for Spring Harbor).



The following year, Hamilton, Toki and Wright will transition. The final five middle schools will transition during the 2021-22 school year.

Metro will continue to operate supplemental school day service for the high schools during and after the transitions. Because of the way buses are paired between middle schools and high schools, three buses in the morning and

two in the afternoon will be freed up during the first year of the transition. These buses will be used to handle overloads elsewhere in the system. Additional buses will become available during the second and third years, with up to eight buses being available for fixed-route service during the peak commute times starting in the fall of 2021.