

CITY OF MADISON TRANSPORTATION COMMISSION

ACTION ITEM DETAIL – OCTOBER 14, 2020

ACTION TITLE: Approving/Ratifying of Metro Transit Bus Stop Changes/Closures

PRESENTED BY: Metro Transit, Justin Stuehrenberg

ACTION SUMMARY

This action would ratify bus stop changes that have occurred since the creation of the Transportation Commission (TC), but which were not approved by the TC.

BACKGROUND

The Madison General Ordinance references various approval authorities for bus stop changes, including Transportation Commission (TC) and Traffic Engineering (TE). Because it was not clear that TC needed to approve bus stop changes, some alterations were made without their explicit approval, and this action is intended to retroactively approve those changes, so that all current stop locations have been formally approved.

DISCUSSION

Changes to bus stops largely consisted of changes to bring stop spacing in line with bus stop spacing guidance in the city adopted Transit Development Plan, which is attached, and to add ADA accessible boarding pads.

Appropriate stop spacing is important to maintain so that travel time and access are appropriately balanced. Too many stops slow the bus considerably, so that fewer people use it, while spacing that is too far might reduce the number of people able to walk there, also depressing ridership. The currently adopted stop spacing standards of 3/16 to ¼ of a mile are appropriate and match the generally accepted optimal spacing in the industry.

Metro is actively reviewing feedback in the area of five stop changes:

- On Toepfer Av. at Birch Av. [Map 16], a planned stop had to be relocated from farside to nearside due to a historic property adjacent the planned farside location. This is a separate action item in the Oct 14 meeting.
- At Gammon Rd. and Watts Rd. [Map 7], a new accesible stop was relocated around the corner in an attempt to displace impacts cited by a property owner as being caused by bus passengers. However, the property owner did not feel that the change was sufficient to address his concern. [Previous NB Stop @ Schroeder ~1200'; Subsequent EB Stop @ Woodmans ~700']
- On S. Park St. near Olin Av. [Map 21], the southbound bus stop was shifted to farside of the Olin Avenue signalized intersection, due to new residential development on the northbound side of Park Street. The historic stop (at Midland St.) did not have a controlled pedestrian crossing of the South Park Street travel lanes. The property owner adjacent the revised southbound bus stop zone expressed concerns about on-street truck deliveries and customer parking. Metro Transit has been tracking this issue and has not received any reports of conflict between the bus stop zone and truck deliveries. [Previous SB Stop @ Fish Hatchery ~1200'; Subsequent SB Stop @ Beld ~700']
- On Atwood Av. near Division St. [Map 28], stop spacing along Atwood Avenue between Winnebago Street and Fair Oaks Avenue had offsets of less than 660 feet. The westbound bus stop at Division was shifted about 300 feet to the west from nearside of the north leg of Division Street to farside of the south leg of the Division Street intersection (NW Corner). The property owner adjacent the revised westbound bus stop zone expressed concerns about on-street customer parking. Metro Transit has identified ten public parking spaces that are available in the triangle of City property bordered by Division Street, Eastwood Drive and Atwood Avenue (SE Corner). [Previous WB Stop @ Evergreen ~800'; Subsequent WB Stop @ Winnebago ~1100']

· On Milwaukee St. past Farwell St. [Map 38], stop spacing along Milwaukee Street between East Washington and Fair Oaks had offsets of less than 660 feet. The westbound stop nearest Farwell was shifted to a new accessible pad about 300 feet to the east, while the eastbound stop nearest Farwell was shifted about 200 feet to the west (both directions now at Corry Street intersection). The adjacent property owner at Farwell felt that a significant number of people from their facility use the bus, and that it should stay in front of their property to both provide a shorter walk and prevent people from having to gather in front of a detached single-family residence. [Previous WB Stop @ Marquette ~1000'; Subsequent NB Stop @ North/East Washington ~1200']