



Metro Transit System

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January 23, 2013

TO: Plan Commission
FROM: Timothy Sobota, Transit Planner, Metro Transit
SUBJECT: **4602 Eastpark Boulevard – Conditional Use – "UW Hospital & Clinic East"**

Metro Transit has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. Metro Transit does not provide any fixed route service (defined as a scheduled transit stop within a $\frac{3}{4}$ mile walk) between the entrance of the proposed development in the Rattman neighborhood and the core transit service area – except for eleven limited trips that are operated on weekdays only, between roughly 8:00 AM and 5:00 PM. The transit stop for those eleven limited trips operated on weekdays only is roughly seven tenths of a mile walking distance from the entrance of the proposed development. Metro Transit would only accept door-to-door paratransit requests (for individuals unable to use fixed route service) during these same limited weekday hours, when fixed route trips are serving a stop location that falls within a maximum $\frac{3}{4}$ mile radius of the site.
2. Metro Transit provides consistent service at least once every thirty minutes past the four existing hospital sites in our service area, every day of the year for the entire span of service operated each day. Metro Transit also provides service at least once an hour past the eight major urgent care facilities (that have extended evening and weekend/holiday hours) located in our service area, every day of the year for the entire span of service operated each day. Only one of those twelve facilities have an entrance greater than $\frac{1}{4}$ of a mile walking distance from its primary bus stop(s) with consistent all day service (Dean Clinic East, at roughly four tenths of a mile).
3. The closest bus stop to the entrance of the proposed development with consistent all day transit service is at the intersection of Portage Road and Hayes Road, just greater than a one mile walking distance. This stop has service at least once an hour during weekdays, but only once every two hours on weekends and holidays. This stop is also not connected to the entrance of the proposed development by sidewalk (due to gap along Portage Road north of Hayes Road). The closest bus stop to the entrance of the proposed development along an accessible pedestrian route is just less than two miles walking distance, at the intersection of High Crossing Boulevard and City View Drive (consistent service at this stop at least once an hour every day of the year).
4. Approval of this development, absent commitment by either the City or the developer to fund greatly expanded transit service, would conflict with language of the Transit Development Plan adopted by the City most recently in 2004. That document states "Government and public institutional centers are important potential transit trip generators, because they provide services to which every citizen should have convenient access... [H]ospitals and medical clinics ... generate high levels of travel demand and provide health care services to which everyone should have access." (Page 15). The proposed development, as a continuously occupied 24/7 facility, would also have corresponding travel and potential transit demand from employees and visitors.
5. If approved, the applicant should coordinate with Metro Transit, City Engineering and Traffic Engineering staff to provide the necessary improvements in the public right of way on Eastpark Boulevard to support future transit bus stops. Such amenities would include accessible walkways and boarding surfaces for passengers, curb lanes for buses to pull out of traffic to park and wait time as needed, and space for future passengers amenities such as shelters, benches and trash receptacles.

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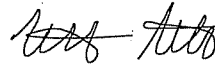
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GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

6. The developer's Traffic Impact Study suggests that a privately operated shuttle service, funded by the applicant, could feasibly cost between fifteen and twenty thousand dollars per month (modeled on shuttle service contracted by Madison College for inter-campus transportation).
7. Metro Transit would broadly estimate that creation of a new bus route, designed to provide a transit stop located within a ¼ mile walk from the entrance to the proposed facility – with service at least every 30 minutes year round for the entire span of service operated each day, would encompass roughly 111 hours per week (16.5 hours each weekday, 14.5 hours on a Saturday, and 14 hours on a Sunday). The annualized cost of such a new bus route would approach \$325,000, at the current operational cost levels for hours of service that Metro Transit operates.

Please contact Tim Sobota, Metro Transit at 608-261-4289
or by email at <tsobota@cityofmadison.com>
if you have questions regarding the above items.



Date: 2013.01.23
11:45:00 -06'00'

CC: Project contact person, Clark Solowicz: <csolowicz@findorff.com >

Google

bus stop loc: 4602 Eastpark Blvd, Madison, WI 53718

Approximate entrance location on development site
(estimated ~800' from Eastpark Boulevard)

Get directions My places

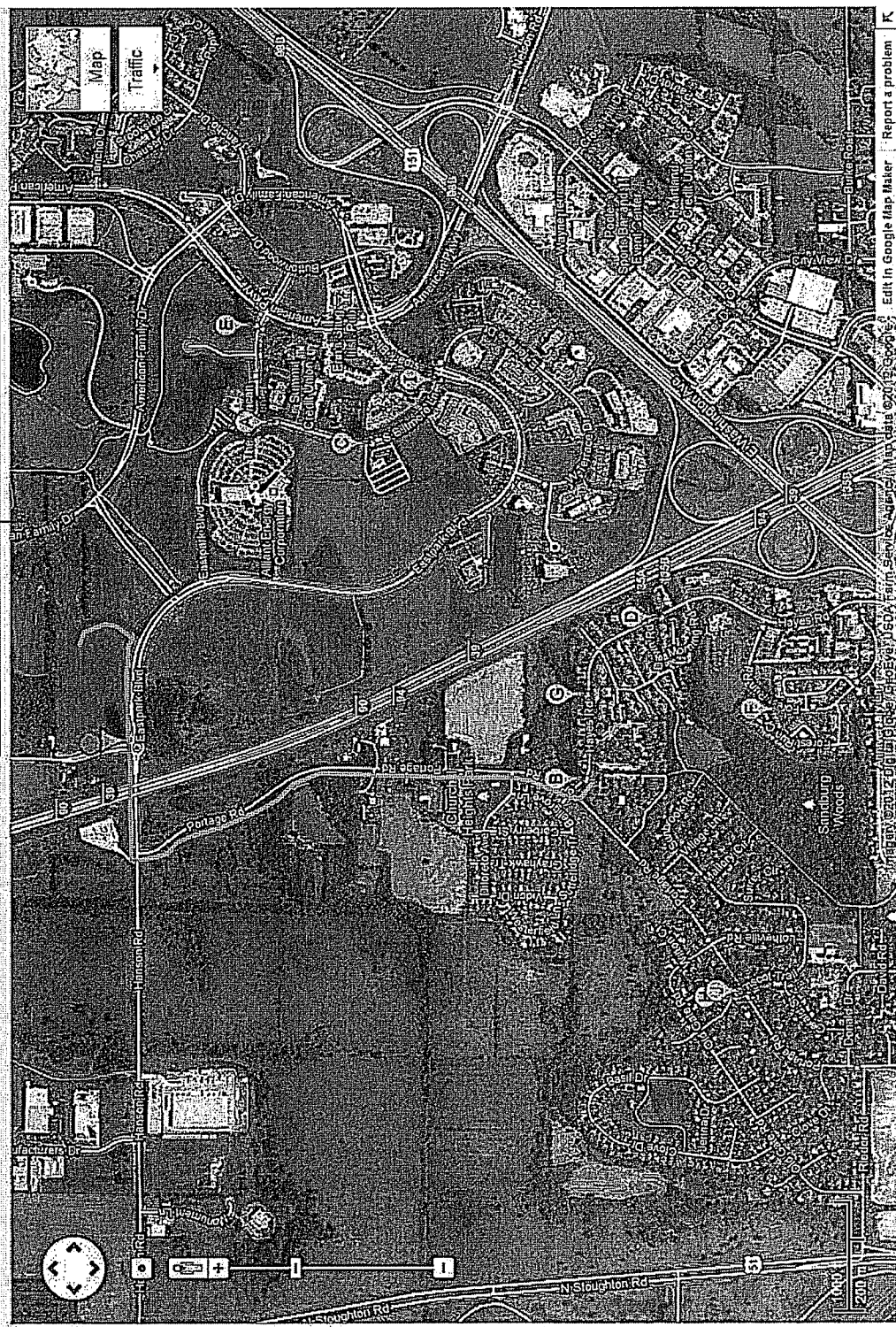
bus stop near 4602 Eastpark Blvd, Madison, WI 53718

Biltmore & Butternutwood (SB)
United States 0.6 mi SE
mymetrobus.com
Category: Bus Stop

Hayes & Portage (EB)
United States 0.8 mi S
cityofmadison.com
Category: Bus Stop

* **City View & HI Crossing (EB)**

Stop with all day service all year.
Just under two mile walk to entrance.
(Complete sidewalk network)



Metro Transit service to medical hospitals and urgent care clinics

Health Care Facility	Entrance intersection location	Distance to transit stop with all day service (or, limited hours only)	Weekday frequency of transit route(s) with all day service	Weekday route directions	Weekend frequency of transit route(s) with all day service	Weekend route directions
UW Hospital	Highland Avenue west from Observatory Drive	Less than 1/4 mile	At least every 30 minutes	6	At least every 30 minutes	3
VA Hospital	Highland Avenue west from Overlook Terrace	Less than 1/4 mile	At least every 30 minutes	5	At least every 30 minutes	2
Meriter Hospital	Brooks Street east from Mound Street	Less than 1/4 mile	At least every 30 minutes	5	At least every 30 minutes	5
Saint Marys Hospital	Brooks Street south from Erin Street	Less than 1/4 mile	At least every 30 minutes	5	At least every 30 minutes	3
UW Health Urgent Care East	East Towne Boulevard east from Thierer Road	Less than 1/4 mile	At least every 30 minutes	4	At least every 30 minutes	4
UW Health Urgent Care West	Mineral Point Road east from Westfield Road	Less than 1/4 mile	At least every 30 minutes	2	At least hourly	1
Group Health Urgent Care	Proudfit Street east from West Washington Avenue	Less than 1/4 mile	At least hourly	5	At least hourly	2
Dean East Urgent Care	Stoughton Frontage Road south from Buckeye Road	Within 1/2 mile (Less than 1/4 mile)	At least hourly	2	At least hourly	2
Dean West Urgent Care	High Point Road north from Old Sauk Road	Less than 1/4 mile	At least hourly	2	At least hourly	2
Concentra East Urgent Care	Stoughton Road south from Anderson Street	Less than 1/4 mile	At least every 30 minutes	4	At least every 30 minutes	2
Concentra West Urgent Care	Junction Road north from Elderberry Road	Less than 1/4 mile	At least hourly	3	At least hourly	2
University Health Service	Lake Street south from University Avenue	Less than 1/4 mile	At least every 15 minutes	8	At least every 30 minutes	6
UW Hospital East (Proposed)	Eastpark Boulevard east from Portage Road	Just over 1 mile (Just under 3/4 mile)	At least hourly	2	Once every two hours	2