



City of MADISON ACTION ITEM DETAIL

October 22, 2025

ACTION TITLE: Metro Transit – Bus Stop Updates

PRESENTER: Mike Cechvala

CONTACT FOR QUESTIONS: Mike Cechvala

ACTION SUMMARY: Approve miscellaneous bus stop relocations in Fitchburg and Sun Prairie.

BACKGROUND: Metro proposes two additional bus stop changes to be implemented in 2025. These include minor bus stop relocations in Fitchburg and Sun Prairie, and changes to one amenity. Metro routinely recommends opening new bus stops, closing bus stops, and relocating bus stops to improve service.

These changes will bring Metro closer to achieving its goal of having a paved boarding surface at every bus stop. Changes are proposed to go into effect on varying schedules that correspond with new concrete boarding pads and route changes.

DESCRIPTION: A summary of the bus stop changes is below.

- The eastbound Route W bus stop at Main and Thompson in Sun Prairie is proposed to move one block west to Main and Wildwood. This change will eliminate some out-of-direction travel for most users of the stop who live on the south side of Main Street. The existing bus stop is not accessible, but the City of Sun Prairie has added a new accessible bus stop at Wildwood.
- Two Route 65 bus stops on E Cheryl Parkway at No Oaks Ridge and Crinkle Root Drive are proposed to be consolidated to a single stop pair at E Cheryl and Syene. Currently, three of the four bus stops are not accessible, and two several have operational problems. Combining these stops to Syene will create one pair of accessible bus stops at a more logical location.

Full details are included in attached Legistar documents.

EQUITY GOAL IMPACTS: Stop improvements include the pouring of concrete boarding pads that once completed will Metro maintain a 100% accessible bus stop network. Other changes adjust stop locations to Metro's standard spacing of ¼ mile. Some new locations will require longer walks to access. However, new locations will improve safety by intersecting with pedestrian crossings and improve schedule efficiency by removing those within the ¼ mile standard.