

EXCERPT from Agenda Item F.6. at March 8, 2017 TPC, related to proposed service changes:

Transit Planning and Scheduling Manager Drew Beck and Transit Planner Tim Sobota reviewed the proposed service changes (attached).

- Routes 2 & 28: Buses would go to the stop nearest the Job Center first before going to the North TP.
- Route 11: The current stops on Nob Hill backed up to the fence along the Beltline creating a safety issue. Stops would be shifted to Badger Lane, allowing for sidewalks and boarding pads.
- Route 14: The route would be simplified; but depended on whether a signal was installed at Colony and Gammon. Per TE staff, the signal could be installed as early as this year. If that didn't happen, current routing would continue. Farmington-Westfield had 1-2 riders/day; the reason for going there now was to avoid making a left turn across Gammon. Randolph further west had lots of density and development.
- Route 33: The change would straighten out the route, skirt the neighborhood, and provide service further north. Staff didn't expect much opposition to this.
- Route 35: A business in the Atlas Avenue area had 55 people interested in service at peak AM/PM times. Using a reverse commute, in the AM, the route would serve the industrial park first, and then cover Route 35 ending up at the ETP. In the PM, the route would do the opposite, first covering the Route 35 loop, then serving the industrial park, and returning to the ETP. Staff thought the new route rather complicated, and wasn't quite ready to recommend it; but wanted to see what feedback they got, esp. in light of the request for service. Staff could look at whether the frontage road east of Stoughton Road would be faster than Hwy. 51 in the AM. In the PM, with no signal, the left turn from the frontage road onto Milwaukee Street, would be problematic.
- Route 55: The current route wasn't reaching the WTP in time for many Epic employees to make transfers in the afternoon, inc. those transferring to the Route 73 (to Watts Road-High Point area). The proposed route would travel through areas where many employees lived. It had received favorable reviews from Epic staff. Providing quick, direct rides, the new route could shore up rider numbers. It would interline at Epic with Route 75, going from WTP into Verona as a Route 55, and returning to the WTP as a Route 75.
- Route 56: With McKee Road reconstruction, buses wouldn't be able to safely make the left turn at Stonecreek onto McKee. So the route would be moved from Stonecreek to Maple Grove, where a signal was located. On the north end of route, service would be moved from Stratford to Carnwood, and use the same stops as Route 51, making things less confusing.
- Route 57: Like Route 56, this would move service from Stonecreek to Maple Grove to take advantage of signal. With McKee reconstruction, folks in East Pass-Stonecreek area, who didn't want to walk to Maple Grove, would have a better ped crossing at McKee to get to stops on the other side. Moving from Piping Rock to Hammersley would make it consistent with off-peak and evening service, and be less confusing. Distance between Stonecreek and Maple Grove was less than a 1/4-mile.
- Route 59: A weekend route paid for by Fitchburg, the current route connected Dunns Marsh to Fitchrona Road/Target and Hyvee. Ridership hadn't panned out there. The schedule would be shifted by a half-hour, so it didn't follow Routes 50/51. Fitchburg had been wanting a cross-Fitchburg route that went west-east, and to the Fitchburg Library. Dunn Marsh folks could still take Route 18 to WTP and then Route 59 to get to Fitchrona area. It would add 15 minutes to the trip. Fitchburg's Transportation and Transit Committee had approved this as an item for their own public hearing (the day after ours); after which they would vote on it. Fitchburg wanted this and Metro had worked with them on it. Two-thirds of Dunn's Marsh was located in Fitchburg.
- Route 72 and 73: The changes would standardize where Route 72 and 73 started and ended, and wouldn't reduce service and only involved changing bus stop signs and the destination sign on the bus.
- Additional changes: Stops would be added to a few routes to provide more locations to transfer to other routes. Other changes would enhance service.