



Updated Service Proposal for August 2020

Public Hearing Held on March 11, 2020

On Wednesday, March 11, 2020 Metro Transit and the City of Madison Transportation Commission held a public hearing at 6 p.m. to discuss potential service updates proposed to go into effect in August.

Due to Metro’s reduction in service in response to the COVID-19 pandemic, **Metro has altered its proposal.** At this time, Metro Transit staff recommend approval of changes to Route 29 and UW Campus Routes 80, 81, 82, 84. The Transportation Commission’s review of all other proposed service changes would be suspended until such time as Metro Transit’s service is restored.

Continue to Propose for August 2020

Metro continues to propose the following changes to go into effect this August:

Route 29 – Northside Town Center Park & Ride Removed

Service shift Packers Ave. to Sherman Ave.

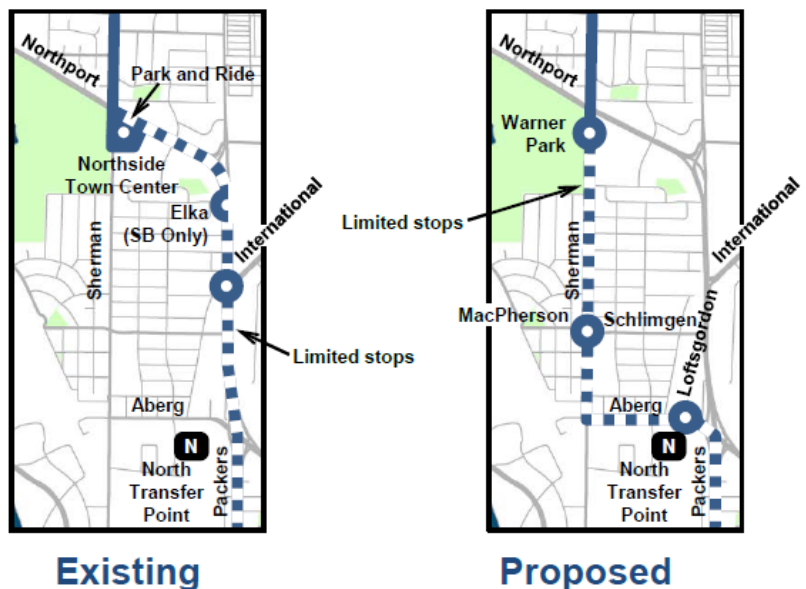
UW Campus – Routes 80, 81, 82 & 84

The University of Wisconsin, which contracts this service from Metro, has asked that this service change proposal continue to move forward for August.

- **Routes 80 & 84:** Revised routes schedules to help with overcrowding and keep buses on schedule.
- **Routes 81 & 82:** Revised late-night service

Route 29 – Northside Town Center Park & Ride Removed

With Metro no longer allowed access to the parking lot in the Northside Town Center, staff continue to propose shifting service from high-traffic, limited stop service on Packers Ave., to more residential Sherman Ave.





Routes 80 & 84

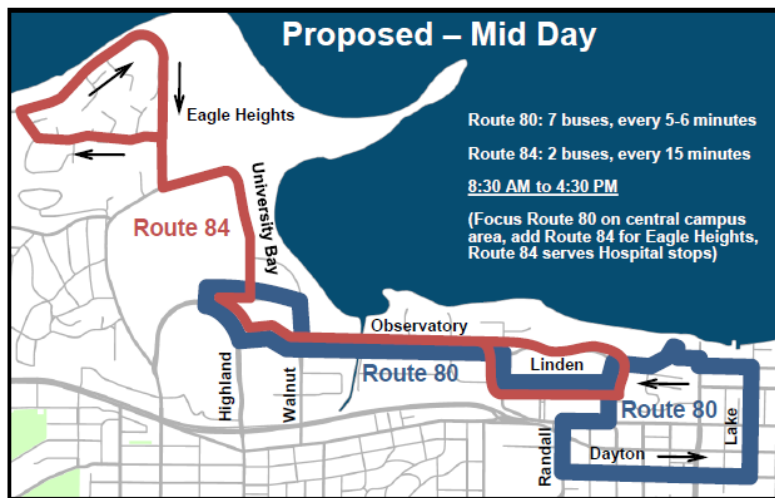
Route 84 proposed routing to UW Hospital

Staff proposed re-routing Route 84 to serve the UW Hospital, and serve both westbound and eastbound stops along the route.



Route 80 & 84 proposal for standard weekday service:

- From 8:30 a.m. to 4:30 p.m. (mid-day): Route 80 operates every 5 minutes between the UW Hospital and Lake St., Route 84 operates every 15 minutes between Eagle Heights and Charter St.
- From 4:30 p.m. to 5:30 p.m. (afternoon peak): Route 80 operates every 7 minutes between Eagle Heights and Lake St., Route 84 operates every 30 minutes.



Route 80 proposal for standard weekend service:

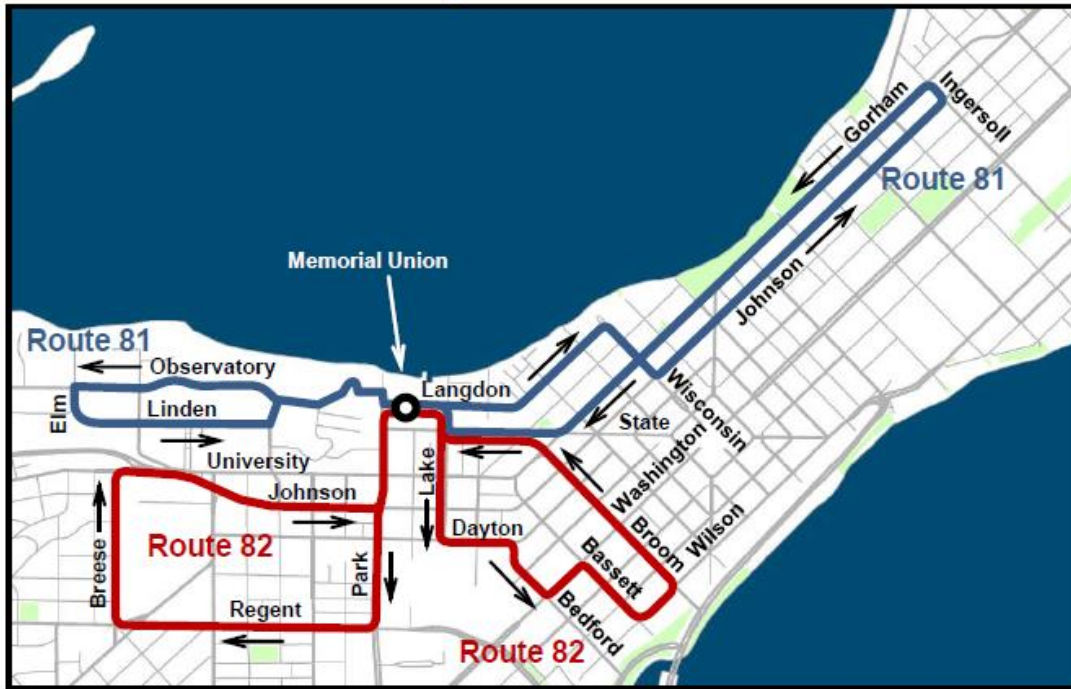
- Increased frequency on Route 80 from noon to 8 p.m. Bus to operate every 25 minutes.



Routes 81 & 82

Staff propose a complete restructure of Routes 81 and 82 late night service. Service eliminated east of Franklin St. Route 81 proposed to serve east side of campus, Route 82 to serve west. [Proposed routing on next page.]

Existing Routes 81 & 82





Proposed Route 81



Proposed Route 82





Recommend to Postpone Until Metro Transit's Service is Restored

Route 3 – Improve On-Time Performance

This route chronically misses connections at transfer points, which causes large numbers of passengers to miss transfers and be late throughout the day. With a goal of reducing late buses to transfer points by 50%, a number of changes are being proposed to speed up the route including:

- Westbound service shift from MLK Jr. Blvd. to King St.
- Eastbound service shift from Winnebago St./Atwood Ave. to Eastwood Dr.
- “Via Division” segment eliminated – all trips operate “Via Winnebago.”
- Consolidate stops on Jenifer St., Atwood Ave., and Walter St.

Additional routes affected:

- **Route 4:** Westbound service shift from MLK Jr. Blvd. to King St.
- **Route 7:** Eastbound service shift from Winnebago/Atwood to Eastwood
- **Route 37:** Eastbound service shift from Atwood to Eastwood.

Routes 32, 33 & 39 – To Serve New Pinney Library

- **Route 32:** Service shift from Acewood to Dempsey. Service loop proposed to operate counterclockwise at all times.
- **Route 33:** Service loop proposed to reverse.
- **Route 39:** Service removed from Buckeye and Vondron. All trips operate via Dempsey.

Route 35 – Cottontail

- Service removed from Kings Mill.
- Loop reversed on Langley/Cottontail

Route 50 – Rayovac Dr.

- Service shifted from Struck to Rayovac Dr.

Route 67 – West Towne Mall

- Service shifted from Ganser/West Towne Mall road to High Point/Mineral Point Rd.

Draft maps and additional detailed information are available at mymetrobus.com/publichearing.

Additional Bus Stop Changes

- Select stops are proposed to close, shift or change on Odana, Mills, Regent, Gorham, Johnson, Hamilton, Milwaukee, Spaight, Rogers, Rutledge, and Oakridge.



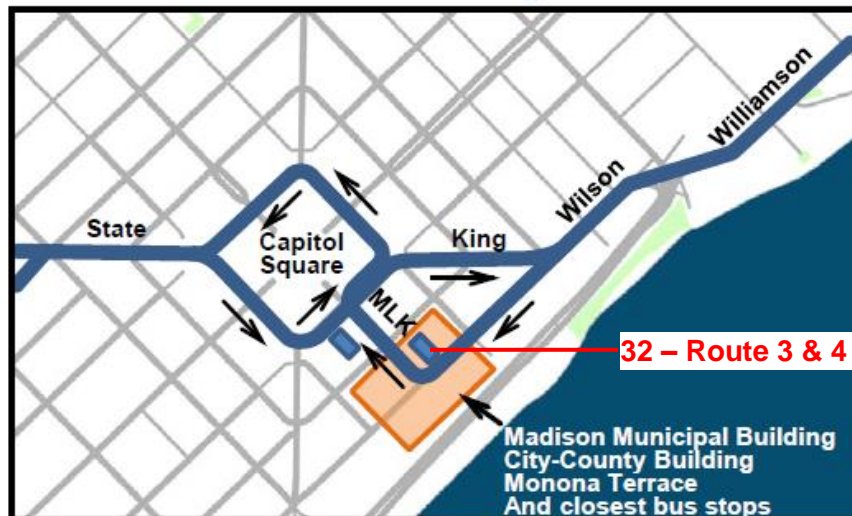
Routes 3 & 4 – Reroute westbound buses from MLK Jr. to King St.

Staff propose shifting westbound Routes 3 and 4 service from MLK JR. Blvd. to King St.

The shift will:

- Reduce travel time by 2 minutes
- Improve on-time performance - reroutes from several signalized intersections and heavy pedestrian crossing areas on MLK Jr. Blvd.
- Improve consistency and ease of service - eastbound and westbound buses follow the same routing pattern. Also eliminates current confusion of westbound buses passing eastbound passengers at stop on Main at Pinckney.
- Westbound riders from City-County, Madison Municipal and Monona Terrace buildings will have to walk two blocks to stop on the Capitol Square, or King at Wilson.

Existing



32 - Route 3 & 4 daily boardings

Proposed



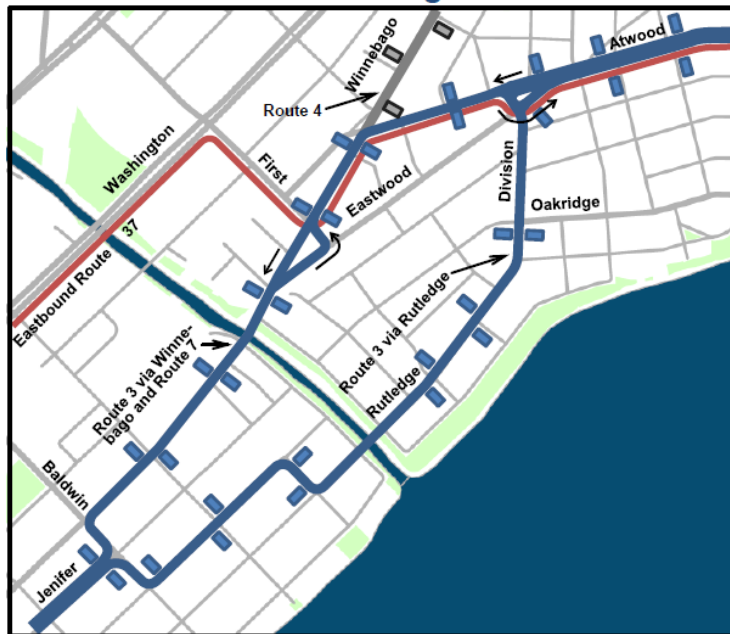


Routes 3, 7 & 37 – Reroute eastbound buses from Atwood Ave. to Eastwood Dr.

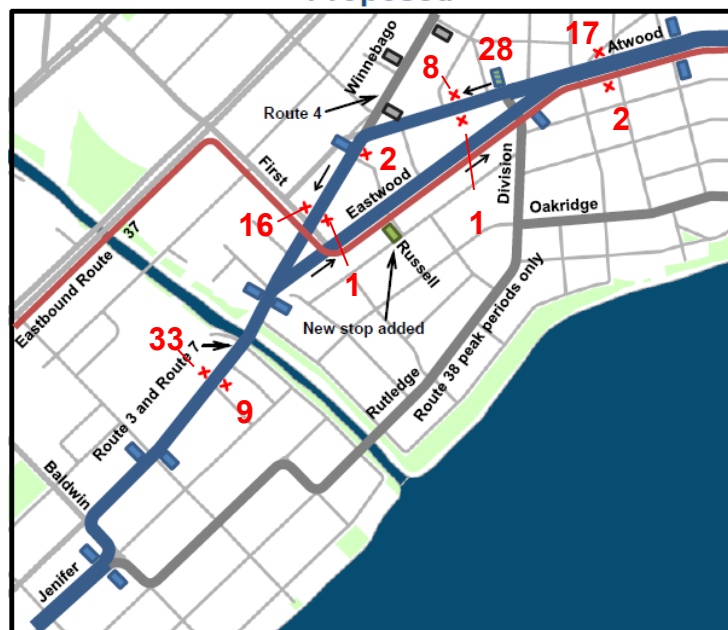
Staff propose moving eastbound buses to Eastwood Dr. for quicker, more direct service.

- New stop will be added at the pedestrian crossing on Eastwood at Russell St.
- Reduces travel time by 2 minutes.
- All trips travel via Winnebago, to Eastwood. Spaight, Rutledge and Division streets will continue to be served by Route 38 during peak periods only.

Existing



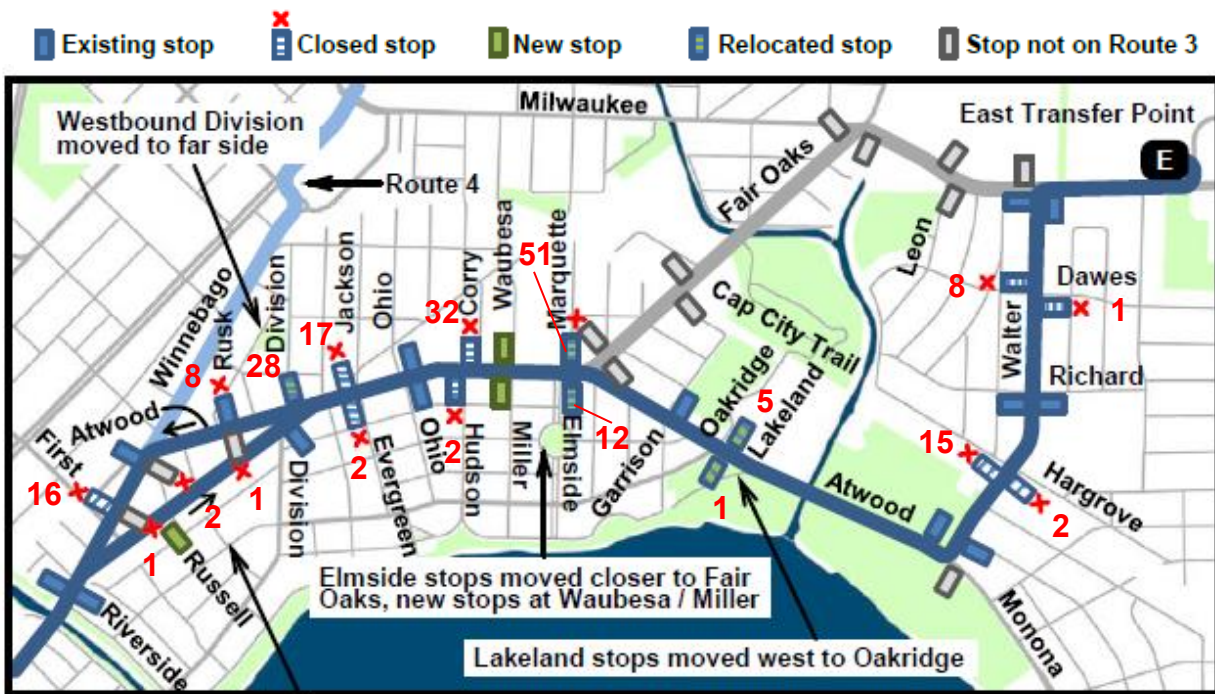
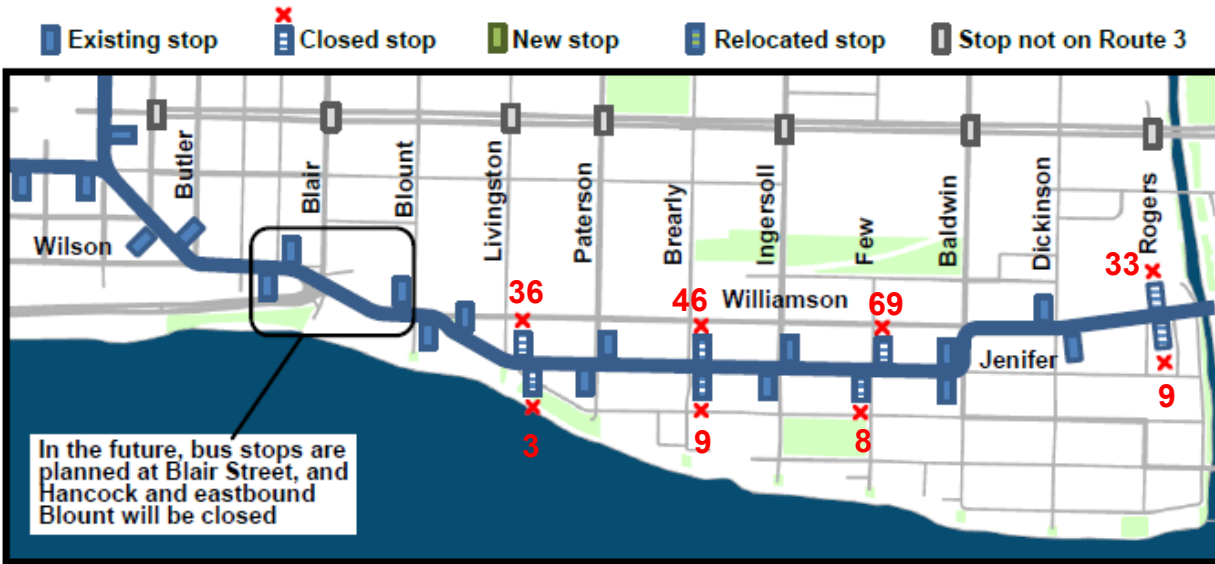
Proposed





Consolidation of stops on Jenifer, Atwood & Walter

Consolidating stops will greatly reduce travel times and missed transfers. All proposed stop locations abide by Metro's adopted bus stop spacing guideline of ¼ mile between stops.



New eastbound routing on Eastwood and bus stop at Russell Street

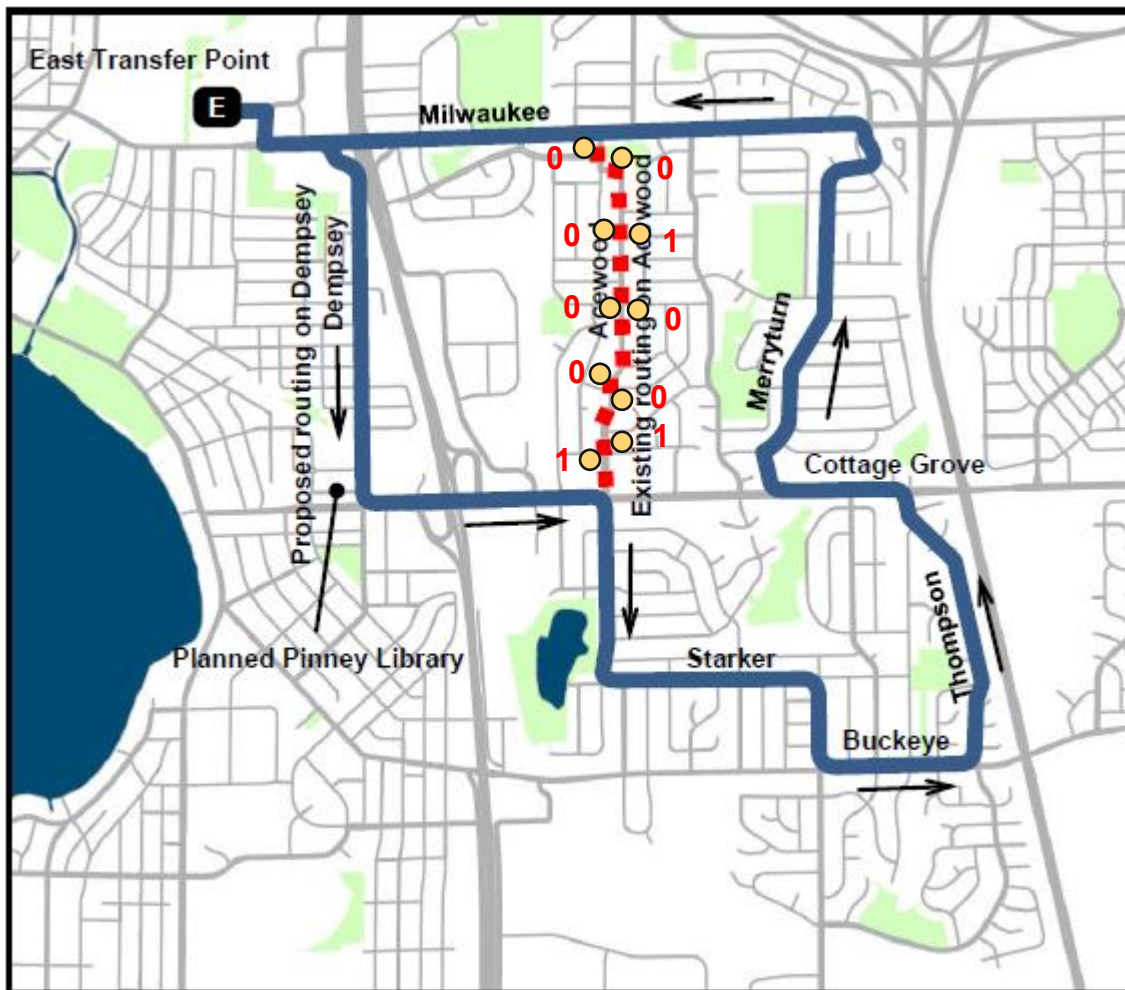


Route 32 – Move service from Acewood Blvd. to Dempsey Rd.

Staff propose shifting service from Acewood Blvd., where there is low ridership, to Dempsey Rd. between Milwaukee and Cottage Grove Rd. New routing provides additional service to the new Pinney Branch Library on Cottage Grove Rd. at Dempsey.

Proposed route would also operate consistent, counter-clockwise service all day. Currently Route 32 reverses directions at different times in service.

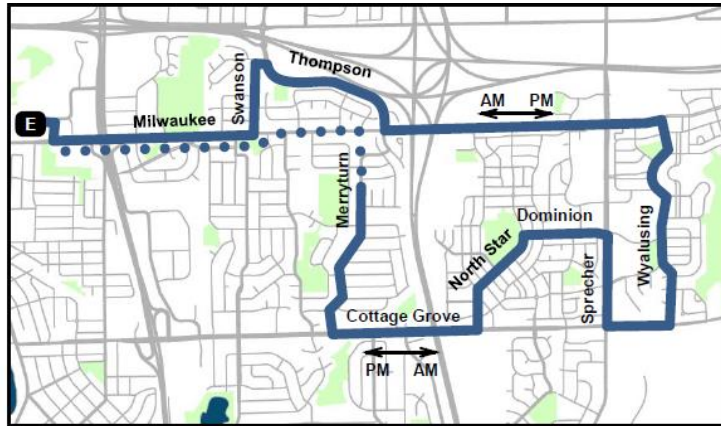
Proposed Routing





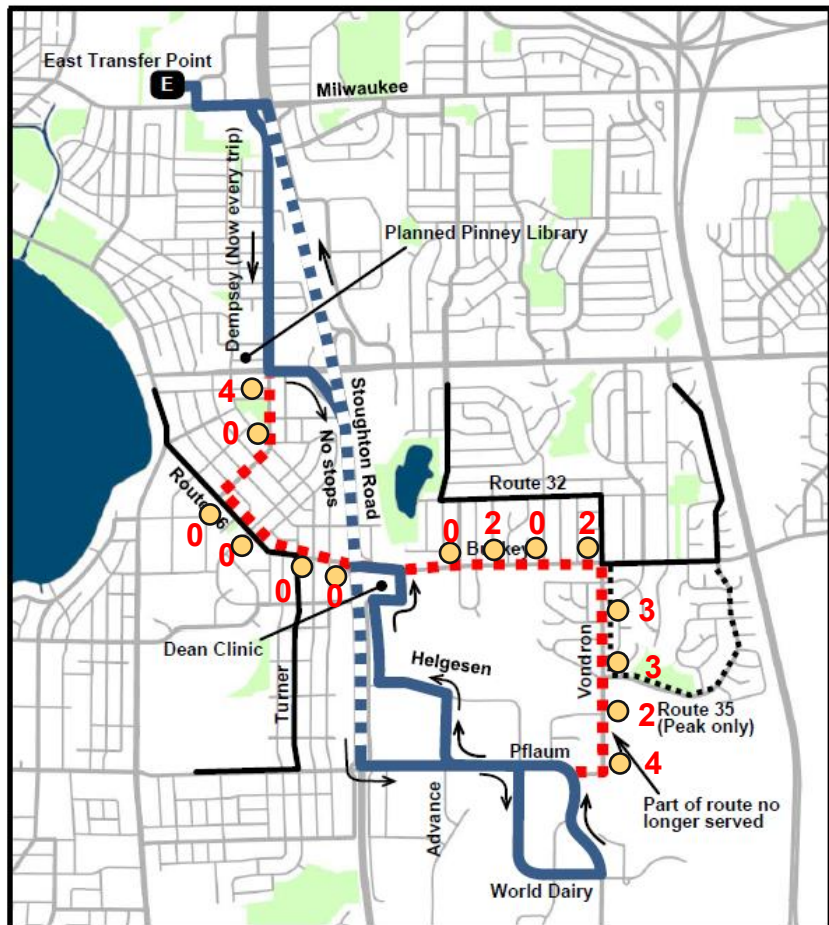
Route 33 – Reverse service

Route 33 currently operates clockwise during the morning peak period and counter-clockwise in the afternoon peak. Staff propose to flip that so the route would operate counter-clockwise for the morning commute, and clockwise for the evening commute. This change coincides with the proposed Route 32 change to better service residents on Merryturn Rd.



Route 39 – Eliminate service on Buckeye & Vondron roads

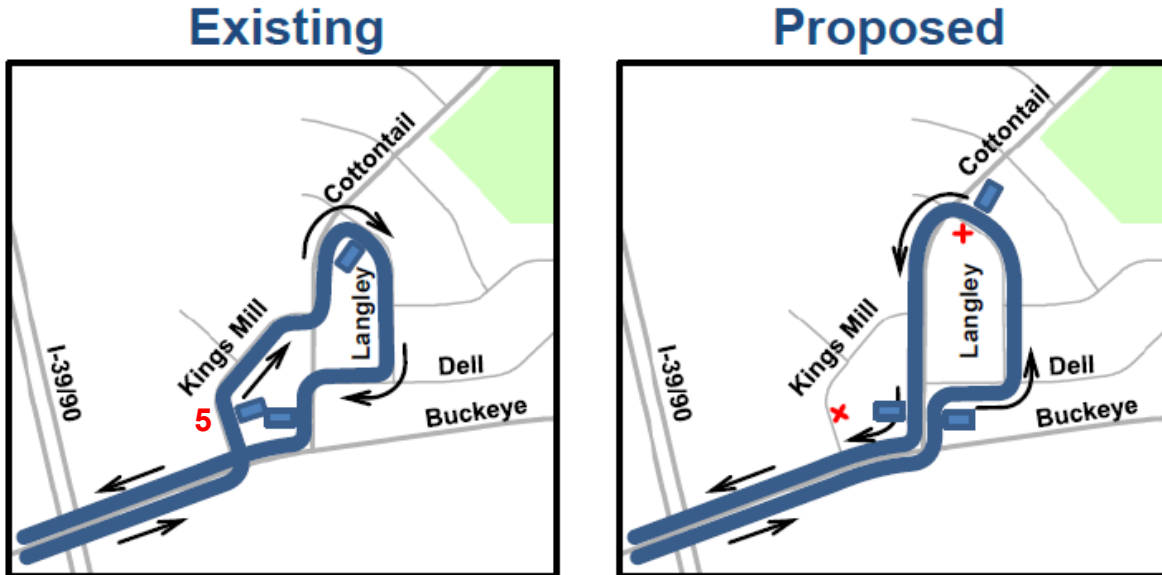
Proposal includes eliminating Route 39 service from Buckeye and Vondron roads in order to serve the Pinney Branch Library during peak commute times. All trips leaving the East Transfer Point will use Dempsey to Cottage Grove Rd.





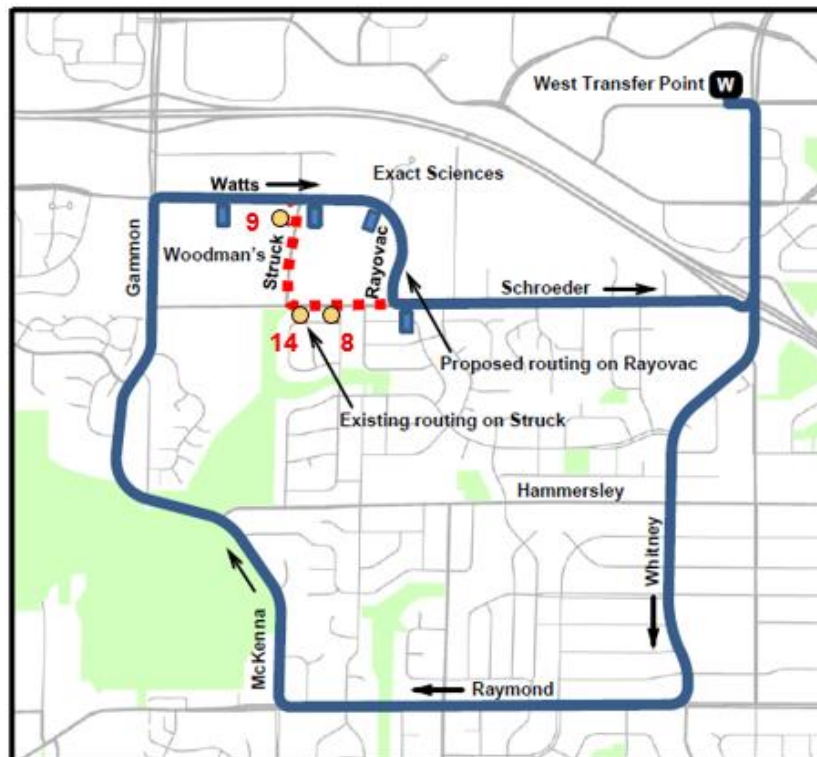
Route 35 – Eliminate service on Kings Mill Way

Staff propose to remove bus service on Kings Mill Way and reverse the direction of service to reduce tight, hard right turns.



Route 50 – Eliminate service from Struck to serve Watts & Rayovac

Staff propose to remove service from Struck and shift to Watts and Rayovac to provide all day service to high density job center, Exact Sciences.

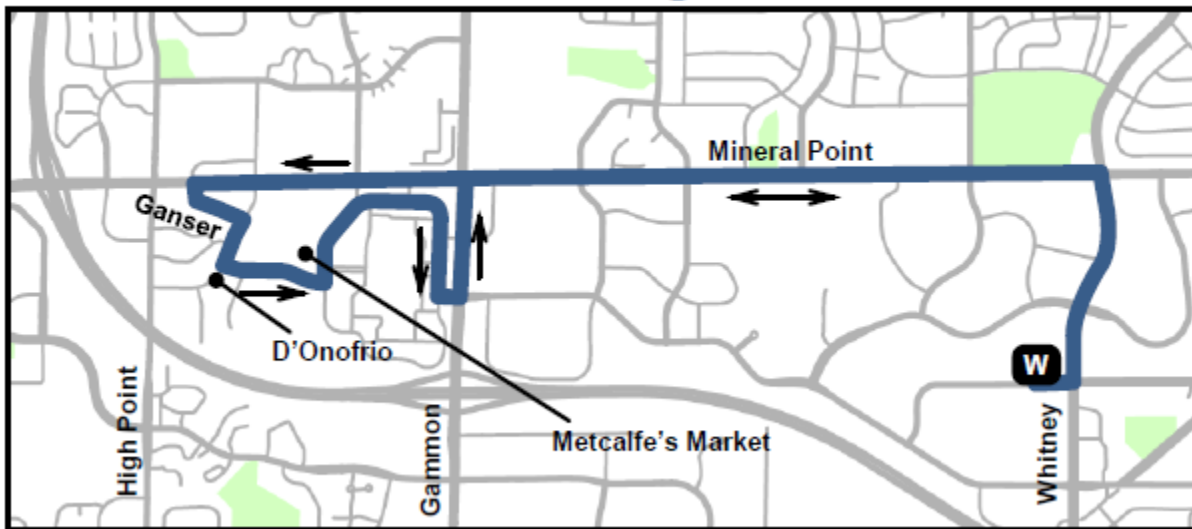




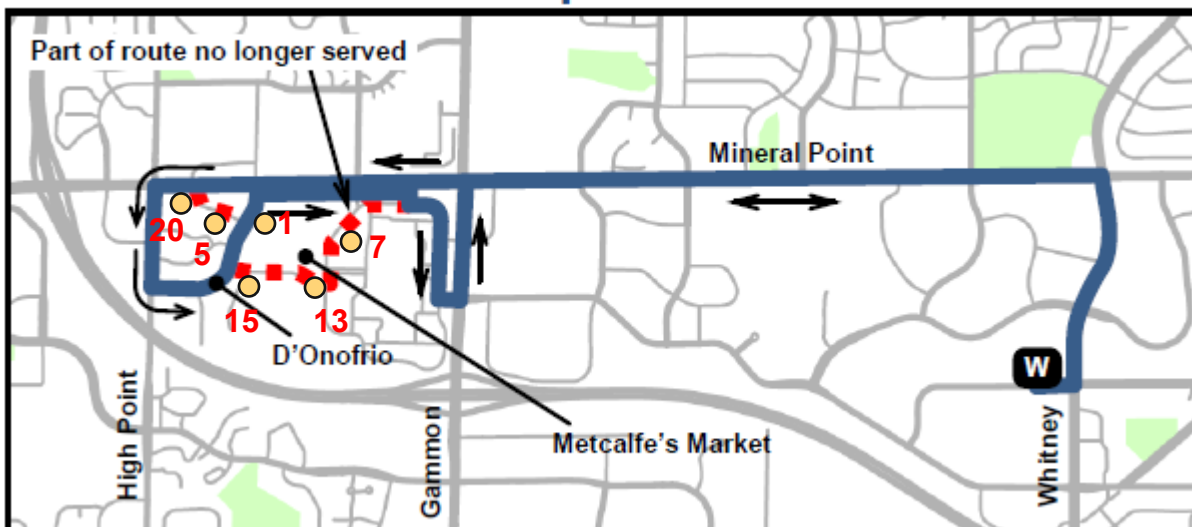
Route 67 – Eliminate service from interior West Towne Mall & Ganser Way

- Proposal eliminates service on interior West Towne Mall streets and Ganser Way to increase on-time performance.
- Also addresses winter weather travel issues where buses frequently get stuck on icy hills on Ganser Way.
- Service proposed to shift to High Point, D’Onofrio and Mineral Point Rd.
- Riders traveling to Metcalfe’s Market will have a 0.3 mile walk to nearest stops on Mineral Point or D’Onofrio.

Existing



Proposed



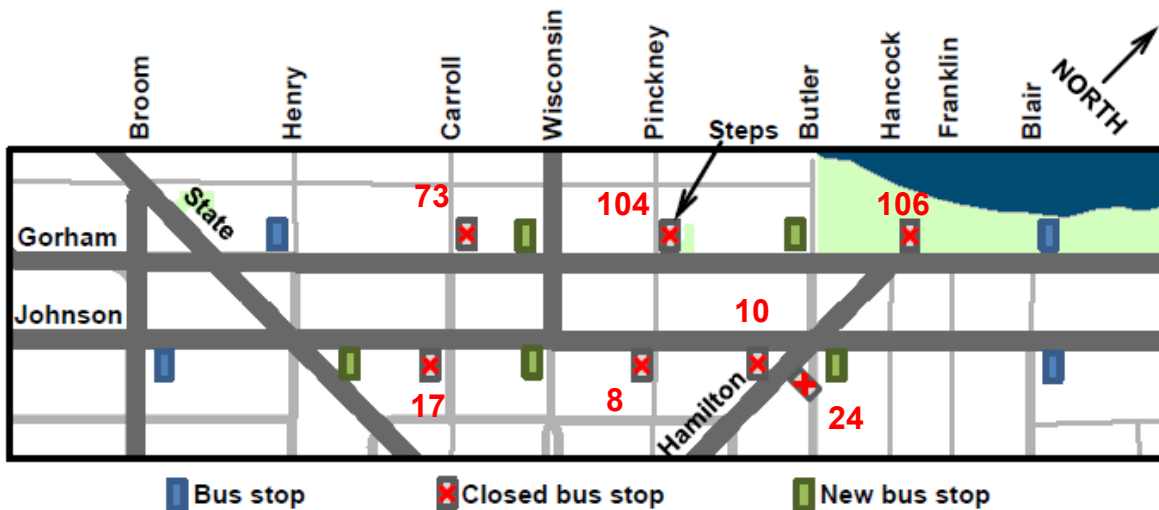


Bus Stop Changes

Gorham/ Johnson St.

Move bus stops towards signalized intersections and to locations that are more accessible. New stop locations are also better placed for event detouring.

- Close bus stops on: Gorham at Hancock, Gorham at Pinckney, Gorham at Carroll, Johnson at Carroll, Johnson at Pinckney, Johnson at Hamilton and Hamilton at Johnson.
- Open new stops on: Gorham/ Johnson at Butler, Gorham/Johnson at Wisconsin, Johnson at State, and Johnson at Butler.



Milwaukee St.

Even out bus stop spacing on Milwaukee St. between E. Washington and Fair Oaks.

- Close bus stops on Milwaukee at: Farwell, Waubesa, Oak, the railroad crossing and eastbound at Fair Oaks.
- Open new stops on Milwaukee at: Corry and the Starkweather Creek Path.



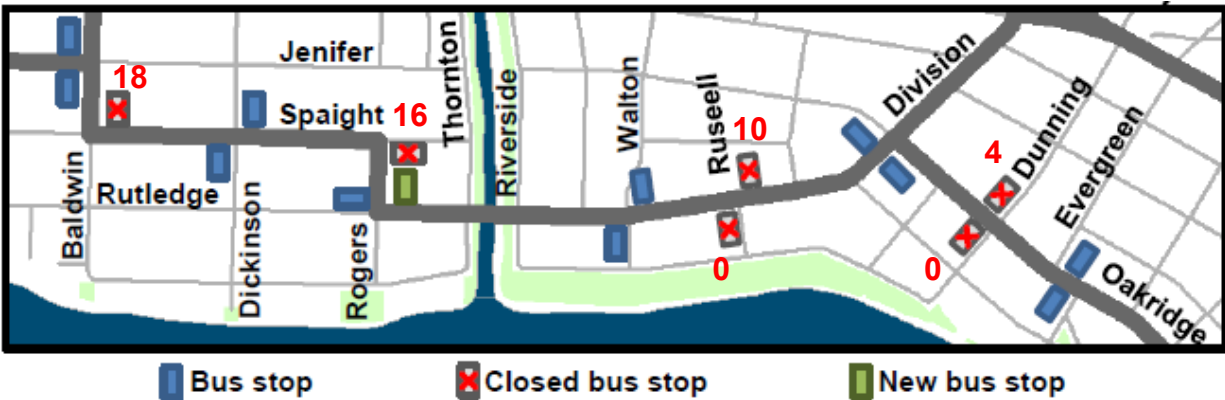


Bus Stop Changes Continued

Spaight, Rutledge and Oakridge

Improve on-time performance and even out bus stop spacing.

- Close bus stops on: westbound Spaight at Baldwin, northbound Rogers at Spaight, Rutledge at Russell, and Oakridge at Dunning.
- Open new stops on: westbound Rutledge at Rogers.



Other Stop Closures:

- Close Stop #2593 on eastbound Odana at Seneca (6 daily boardings).
- Close Stop #0739 on northbound Mills at College Court (16 daily boardings).
- Move Stop #0226 on westbound Regent at Campus Mall to W. Washington Ave. (0 daily boardings).
- Close Stop #1725 on eastbound Oakridge at Atwood (0 boardings) and Stop #1905 on eastbound Atwood at Lakeland (1 daily boarding). Open new stop on eastbound Atwood at Oakridge.
- Move Stop #1628 on westbound Atwood at Lakeland to Oakridge (5 daily boardings).