



Transit Network Redesign

Draft Plan Amendments

Transportation Policy and Planning Board

May 16, 2022

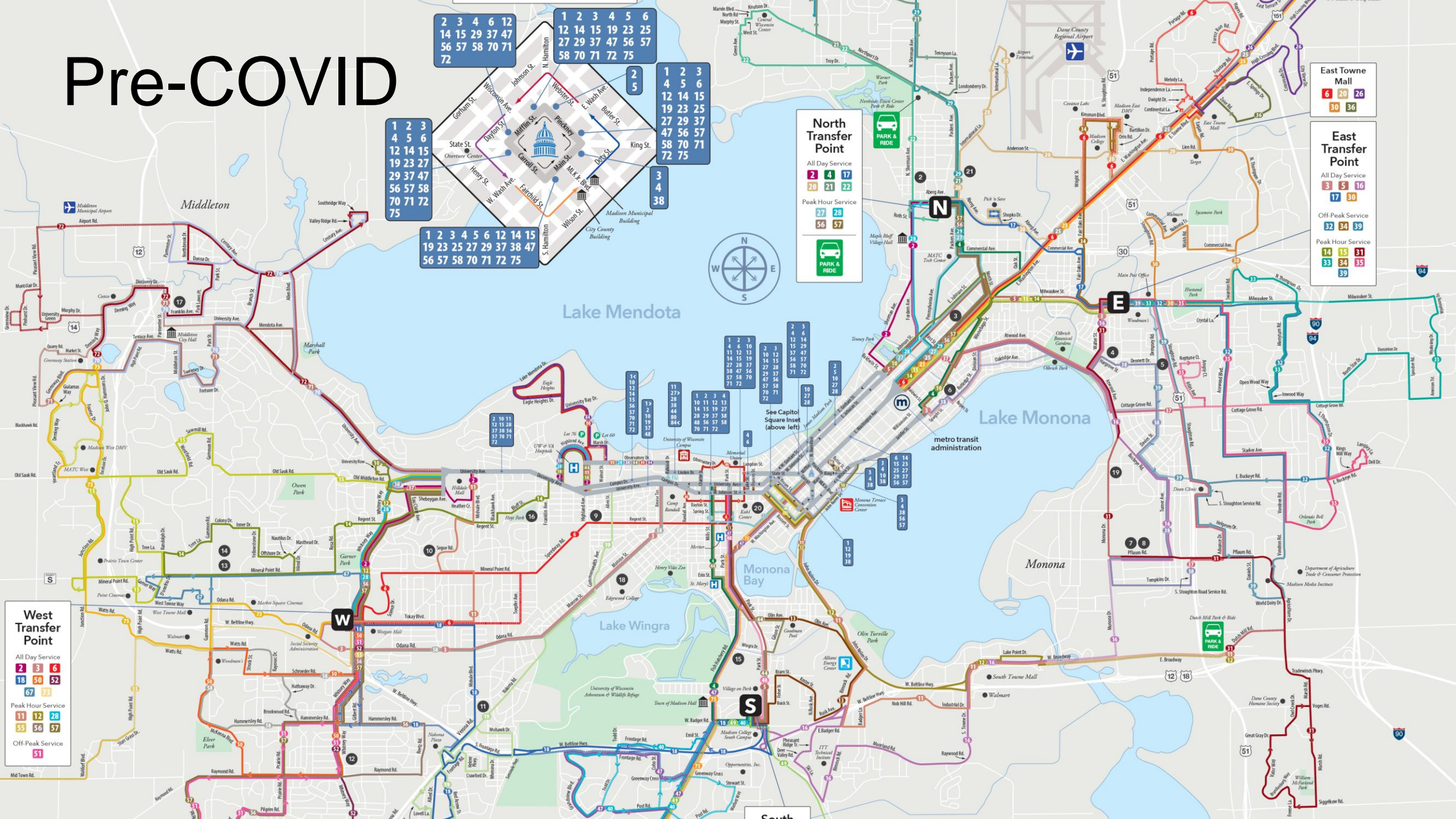
Transit Network Redesign

- The Metro Transit Network Redesign will design a route system that will better meet the needs of Madison area residents and businesses.



- www.MyMetroBus.com/Redesign

Pre-COVID



North Transfer Point
All Day Service
2 4 17
20 21 22
Peak Hour Service
27 28
56 57
PARK & RIDE

1 2 3 4 5 6 12 14 15 19 23 27 29 37 47 56 57 58 70 71 72 75	1 2 3 4 5 6 12 14 15 19 23 25 27 29 37 47 56 57 58 70 71 72 75	1 2 3 4 5 6 12 14 15 19 23 27 29 37 47 56 57 58 70 71 72 75	1 2 3 4 5 6 12 14 15 19 23 25 27 29 37 38 47 56 57 58 70 71 72 75
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East Towne Mall
6 20 26
30 36

East Transfer Point
All Day Service
3 5 16
17 30
Off-Peak Service
32 34 39
Peak Hour Service
14 15 31
33 34 35
39

West Transfer Point
All Day Service
2 3 6
18 50 52
67 72
Peak Hour Service
11 12 28
55 56 57
Off-Peak Service
51

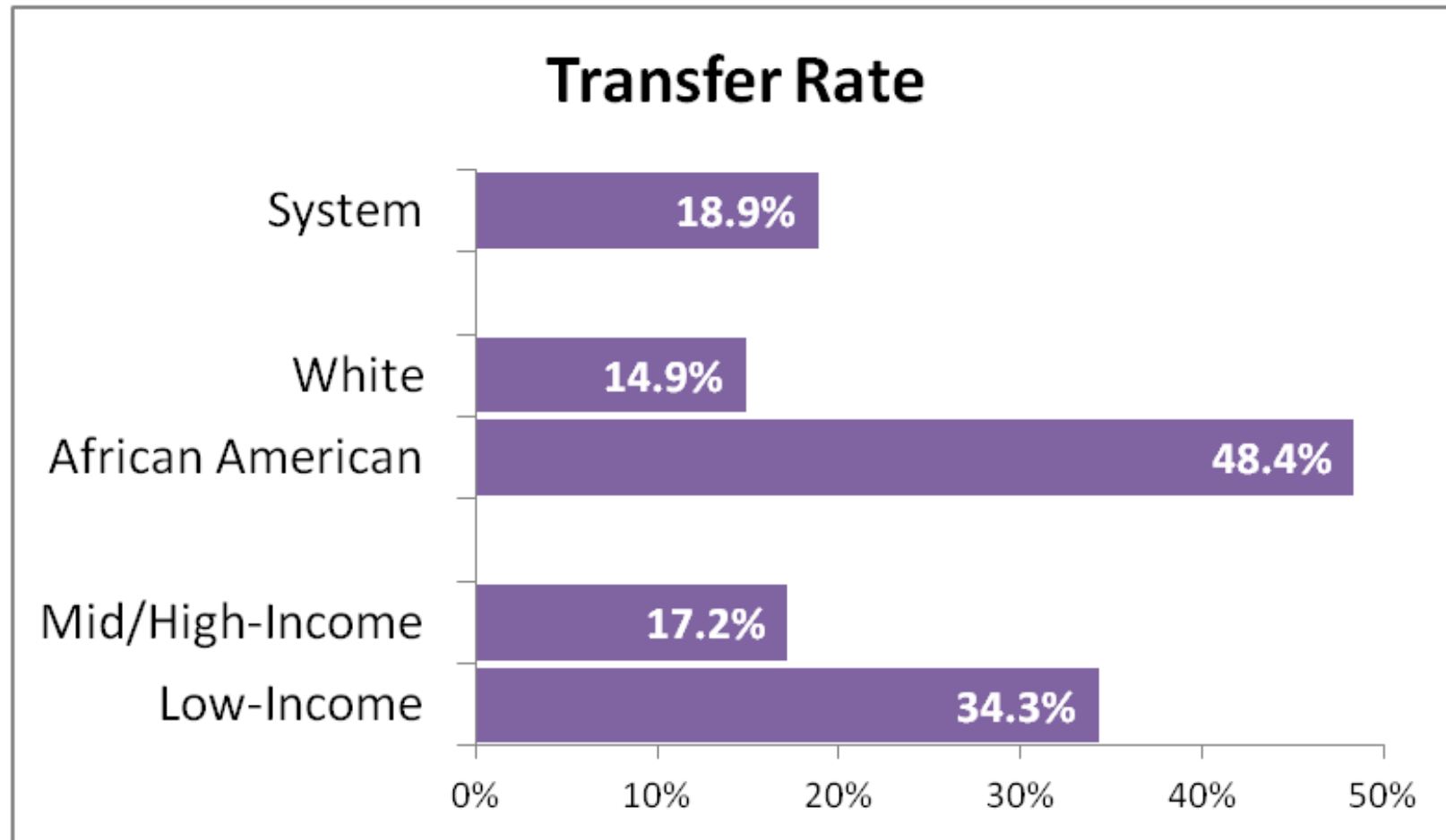
South

Why now?

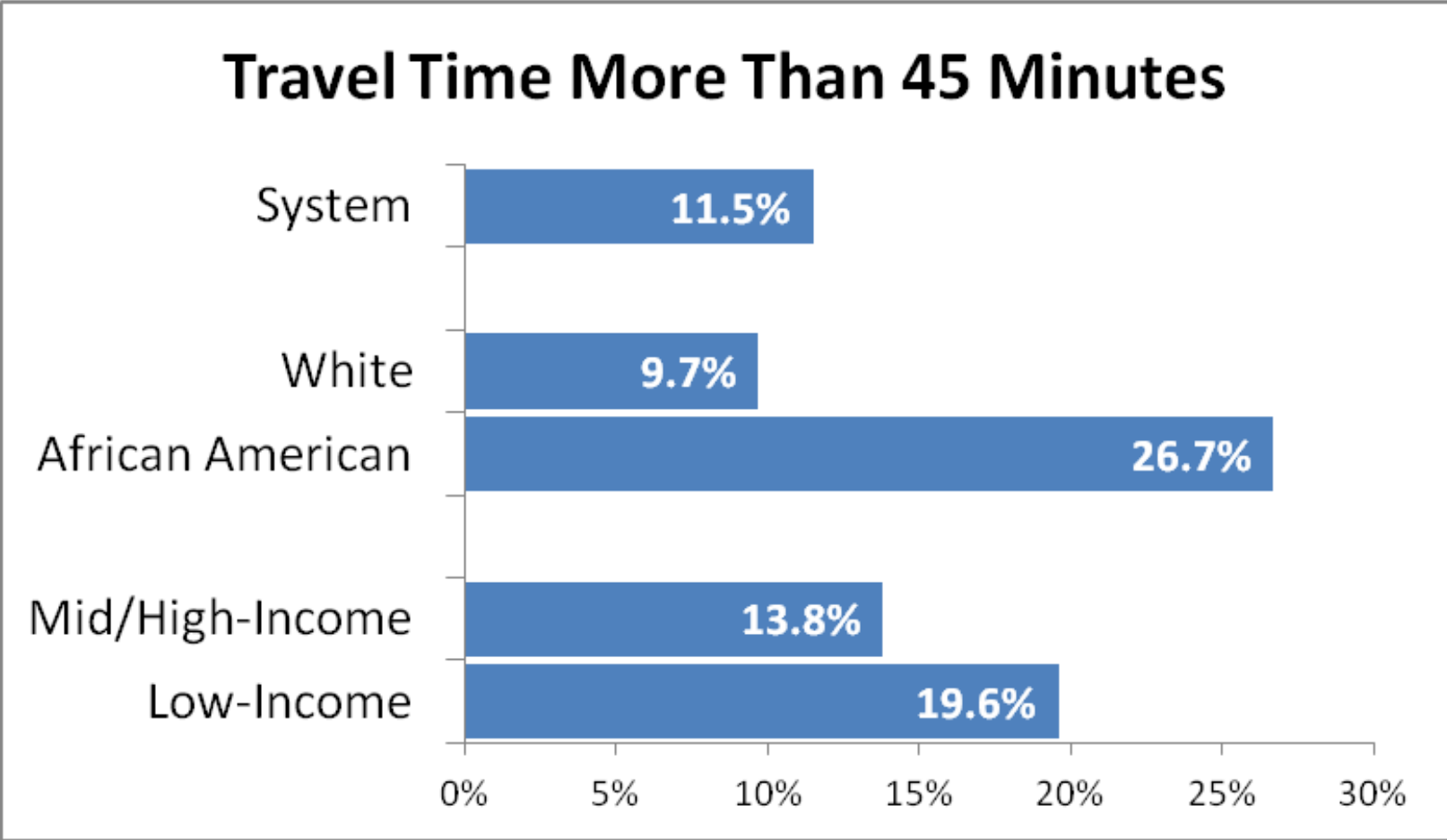
- Address long-standing issues and discrepancies
- Recover from COVID-19 in a way that reflects future needs
- Compliments BRT and brings some of those benefits to more neighborhoods



With the current transit system, African Americans have to transfer **3 times** more frequently than white riders

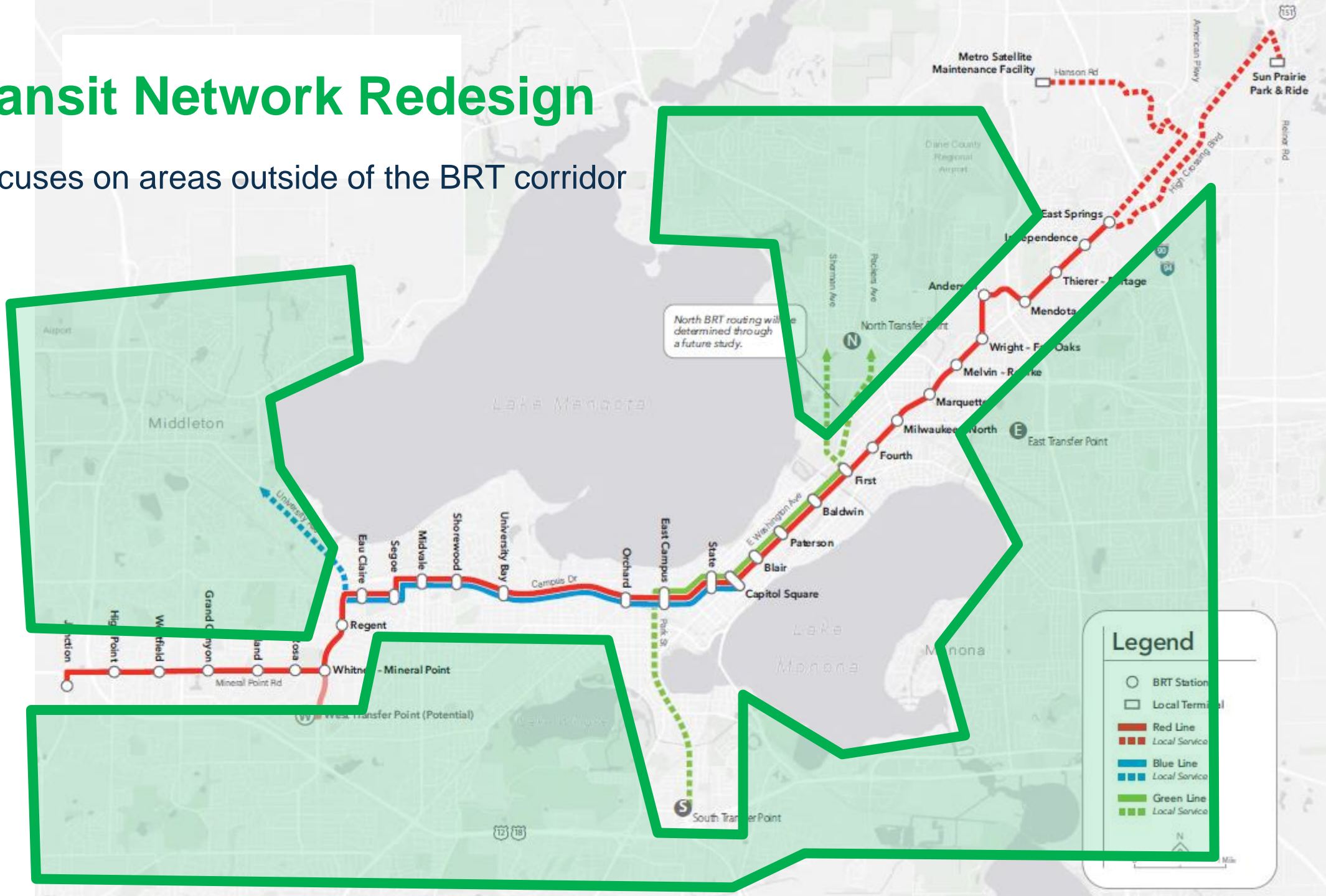


With the current transit system, African Americans experience trips longer than 45 minutes **3 times** more frequently than white riders



Transit Network Redesign

Focuses on areas outside of the BRT corridor

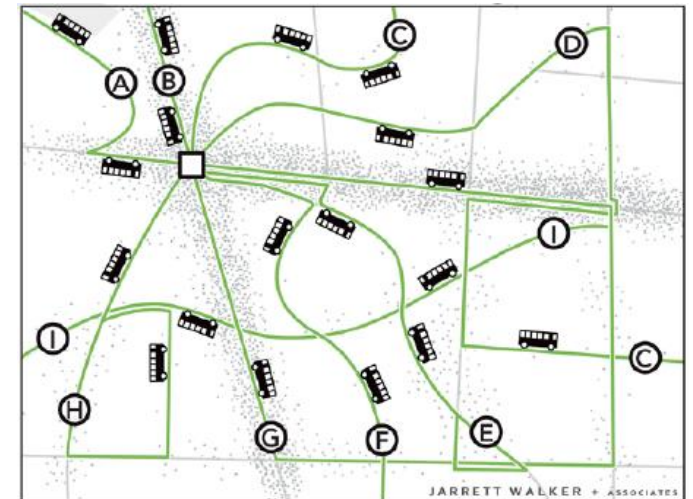
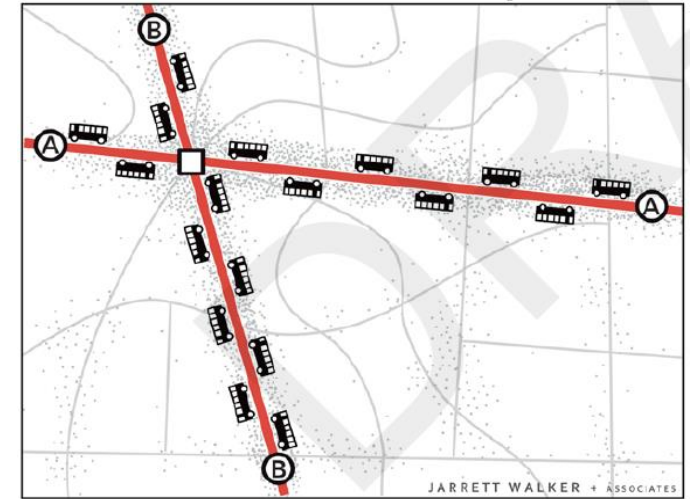


Planning Steps

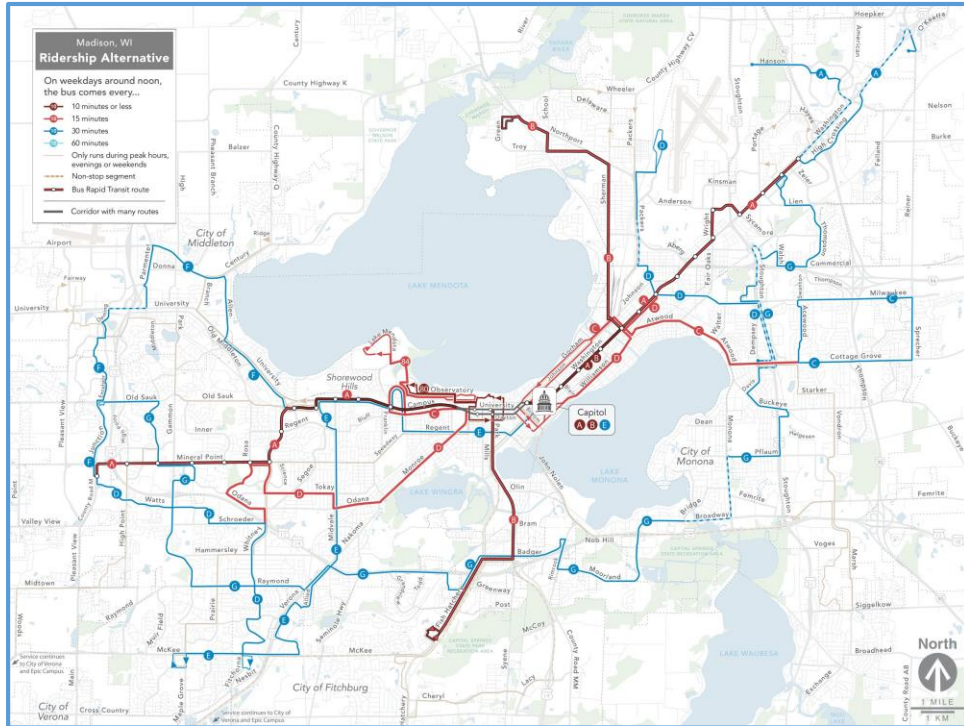
- Phase 1 - Existing Conditions and Choices
- Phase 2 - Alternatives
- Phase 3 - Draft Plan
- **Phase 4 - Final Plan**

Basic Goals for Public Transportation

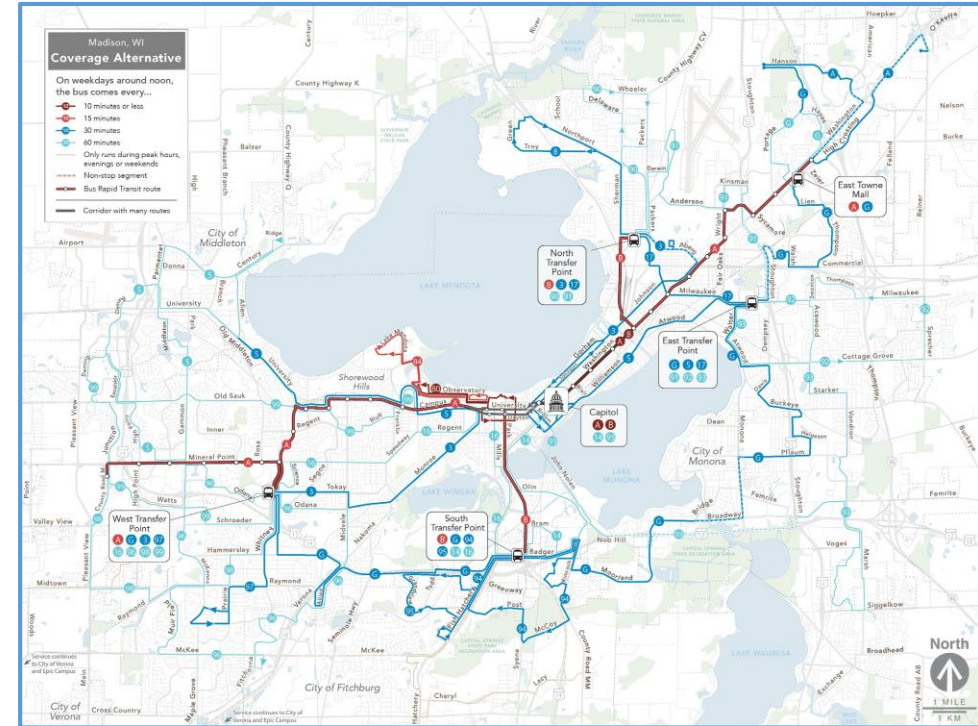
- **Ridership** concentrates transit service onto fewer routes with more frequent service, ultimately increasing ridership
- **Coverage** extends transit service to as many people as possible regardless of frequency



Alternatives



Ridership Alternative



Coverage Alternative

Policy Direction

1. Ridership, definitely. Minor corrections only.
2. Ridership, mostly. Some lower frequencies to reach a few more places.
3. Coverage, mostly. Just a little less coverage to so we can get a few higher frequencies.
4. Coverage, definitely. Minor corrections only.

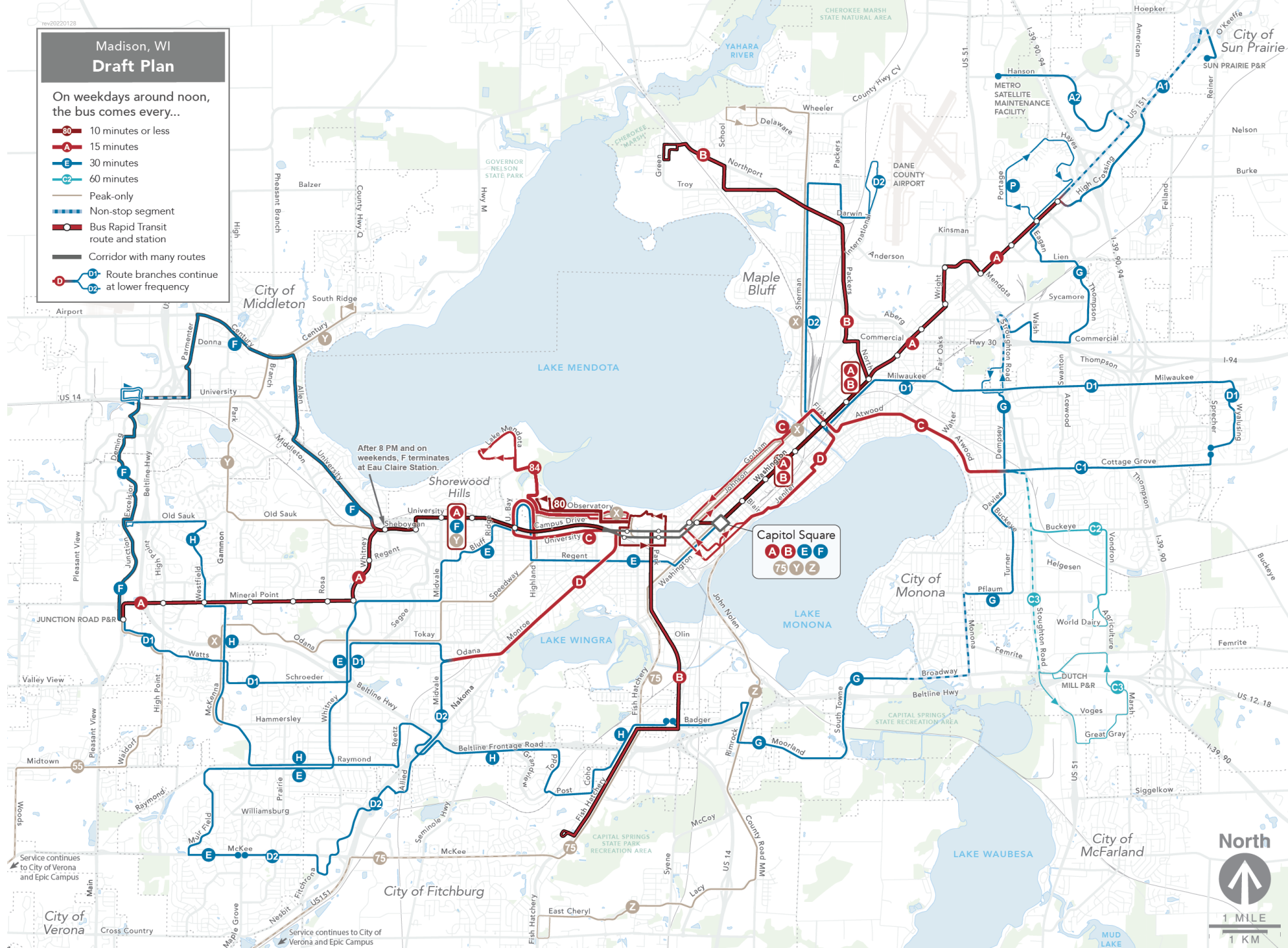
Draft Plan

Madison, WI
Draft Plan

On weekdays around noon,
the bus comes every...

- 10 minutes or less
- 15 minutes
- 30 minutes
- 60 minutes

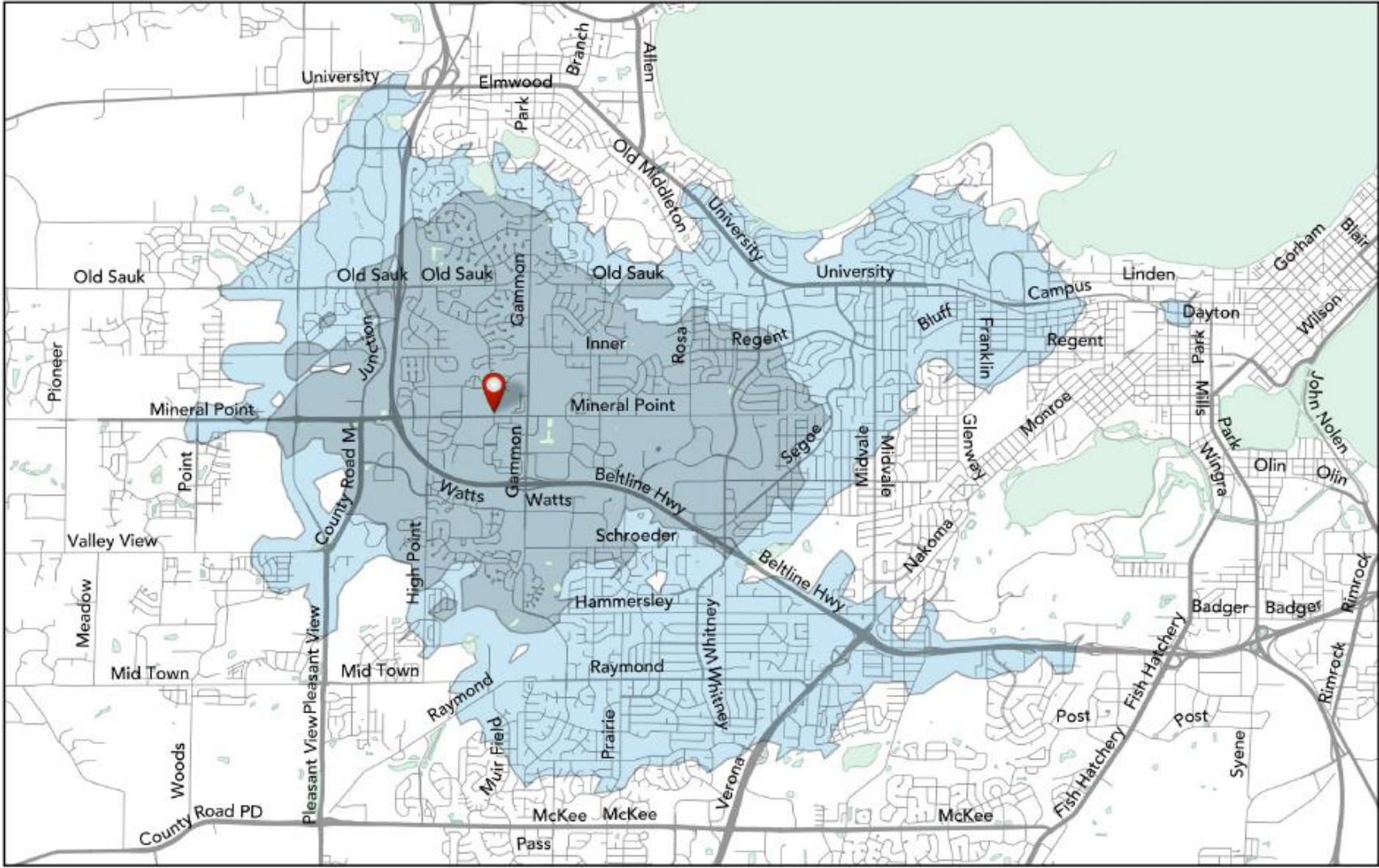
Peak-only
Non-stop segment
Bus Rapid Transit route and station
Corridor with many routes
Route branches continue at lower frequency



How far can I travel in **45 minutes** from

* Compared with the Metro Network as of Spring 2020

Mineral Point at Westfield
on weekdays at noon using:
the Draft Plan Network?

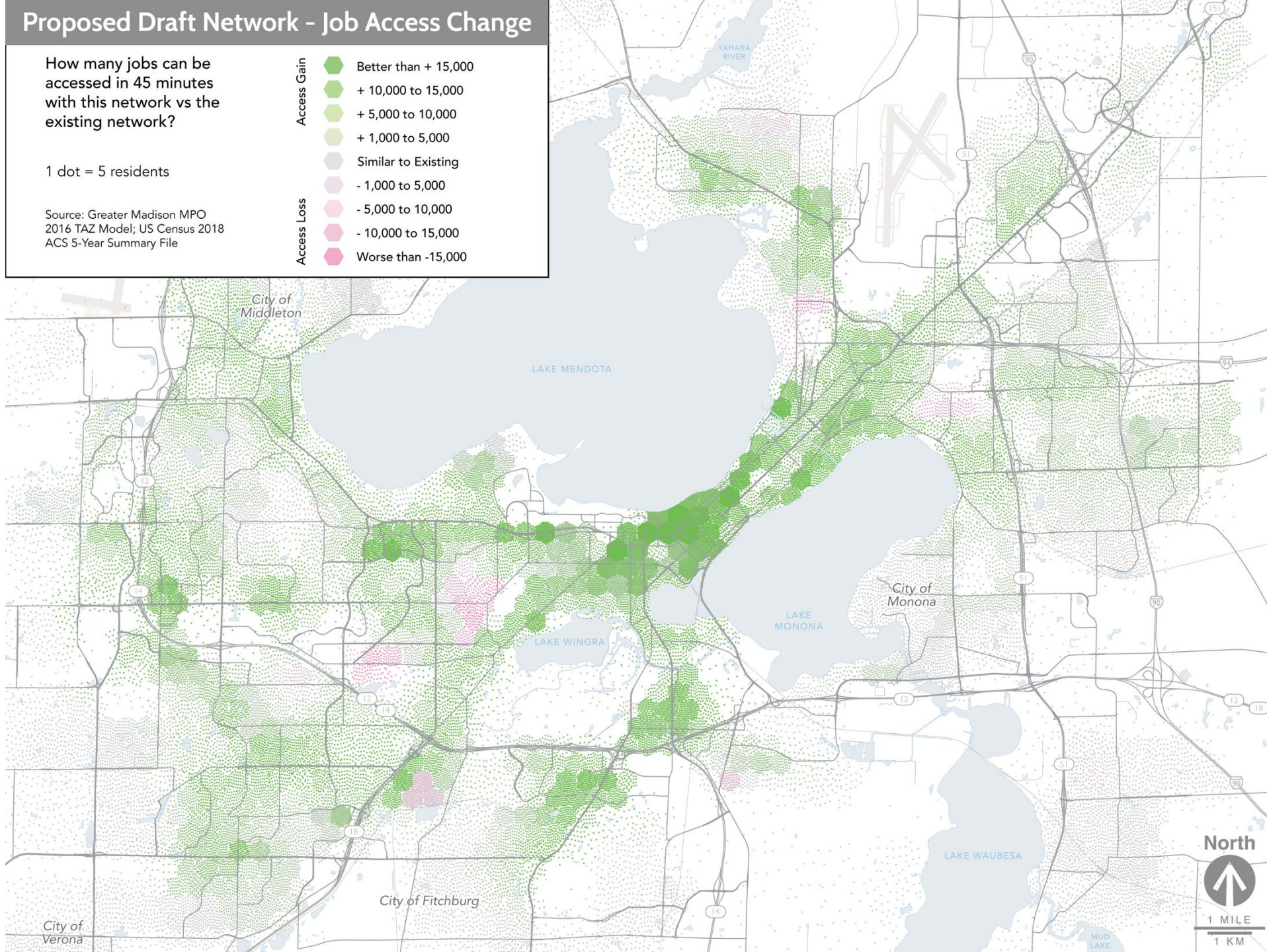


Proposed Draft Network - Job Access Change

How many jobs can be accessed in 45 minutes with this network vs the existing network?

1 dot = 5 residents

Source: Greater Madison MPO
2016 TAZ Model; US Census 2018
ACS 5-Year Summary File



Key Take-Aways

- Bus routes will be designed to be longer, straighter, and more frequent.
- Transfer points will be eliminated, eliminating unnecessary delays and indirection.
- The system overall will be far simpler, more logical, and easier to use.

Public Input

- Staff held more than 50 community outreach meetings
- We've received more than 3,100 survey responses and feedback emails

Public Input Themes

- Support for more of a coverage model vs. ridership
- People have to walk farther, especially in winter
- Service doesn't go into neighborhoods
- Feel like inequitable to low-income riders, people of color, and those with disabilities

Specific Areas of Concern

- Reduced all-day coverage north side (Route 21)
- Service to Pick 'N Save on Aberg Ave. (Route 17)
- Direct service from Old Sauk to downtown (Route 15)
- Allied Dr. and Nakoma Rd. neighborhoods (Route 19)
- Olin, Bay Creek, Bram, Capitol View, Burr Oaks, Fish Hatchery (Routes 13 and 4)
- Service on Buckeye east of I-39/90 (Route 35)
- Others

Amendment Process

- Metro will lay out plausible amendments to the draft plan.
- City of Madison Policy Makers will decide which ones to include.

Approval and Implementation Process

- Draft plan with amendments adopted by TPPB and Common Council
- Title VI service equity analysis and adjustments identified, if any
- Schedules and bus stop changes approved by Transportation Commission
- Service change in June, 2023

Proposed Draft Network - Job Access Change

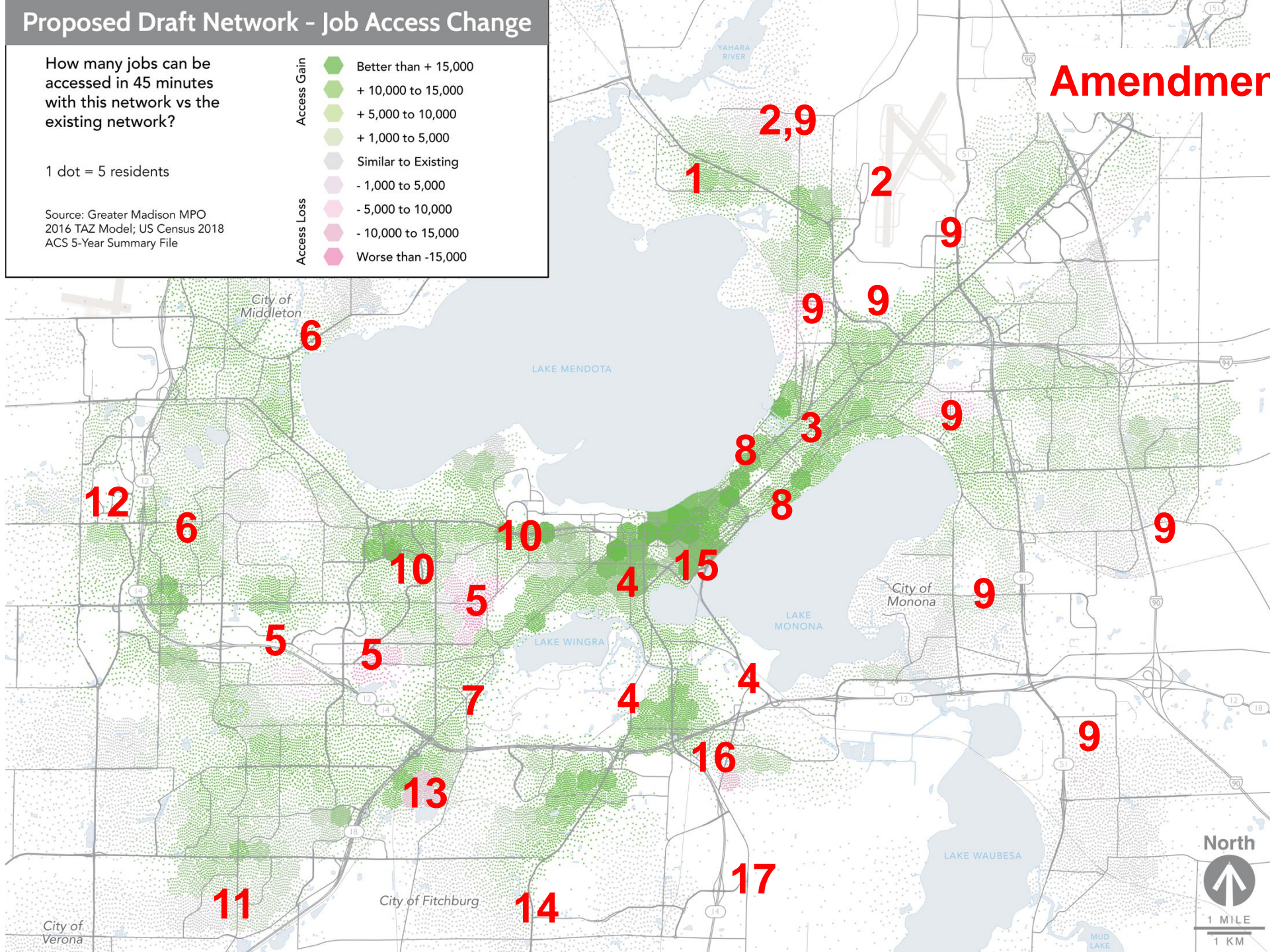
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- | | | |
|-------------|--|----------------------|
| Access Gain | | Better than + 15,000 |
| | | + 10,000 to 15,000 |
| | | + 5,000 to 10,000 |
| | | + 1,000 to 5,000 |
| | | Similar to Existing |
| Access Loss | | - 1,000 to 5,000 |
| | | - 5,000 to 10,000 |
| | | - 10,000 to 15,000 |
| | | Worse than -15,000 |

Amendment Reference





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MetroRedesign@cityofmadison.com