



Metro Transit System

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TO: Madison Transit and Parking Commission

FROM: Chuck Kamp, Transit General Manager
Timothy Sobota, Transit Planner

SUBJECT: **Isthmus Bus Stop Management Trial – Revised methodology**

In response to initial feedback at the February Transit and Parking Commission meeting, Metro Transit has scaled back and will likely delay until Fall the plans for a trial project involving bus stop placement management. The original memo (Legistar matter [13540](#)) had proposed implementation as early as this Spring across all bus routes traversing the Isthmus corridors of Johnson/Gorham, East Washington, and Jenifer Street.

The revised bus stop management trial for the Isthmus area will now only impact the operations of peak hour commuter Routes 28 and 38. Metro anticipates maintaining this trial management project closing stops on these routes for a period of four to six weeks, at which point Routes 28 and 38 would then resume service to those stop locations closed on a trial basis. Metro will target the trial project to a period during the academic year of the University of Wisconsin, in order to gauge the impacts under our highest ridership (and general traffic congestion) conditions, which may dictate a delay until the Fall semester.

The proposed stop closures for the peak hour trips on Routes 28 and 38 would remain at the same locations previously identified: The intersections of Few Street, Brearly Street and Livingston Street, those being the stops at the non-signalized intersections that cross the Isthmus. Along East Washington Avenue, no changes would be made to the operations of any routes. In the Johnson/Gorham corridor, Routes 2, 5, 9 and 27 would continue to serve all existing stops. Similarly, Routes 3 and 4 would continue to serve all existing stops along Jenifer Street.

Both prior to and during this trial period, Metro will log and then subsequently review bus travel time data for routes traveling along these corridors. Upon completion of the trial project, Metro staff will compile and analyze the results. The results of this research would return to the Transit and Parking Commission for possible future action as related to the TDP service standards or general policy guidance related to bus stop spacing management practices. Metro Transit would consider an observed travel time savings of at least two minutes during this trial to be of significant benefit to overall operations.