

Staff Recommendations for Monroe Street Bus Stop Locations REVISED August 4, 2017

In response to public feedback and discussions with Traffic Engineering staff and Ken Golden, Metro has modified its recommendations for bus stop locations along Monroe Street.

The intent of the original proposal was to orient bus stops at the signalized intersections for pedestrian safety, as well as reduce the number of stops throughout the corridor to help on time performance. Connections between routes 3 (weekdays) and 7 (weekends) and other routes at the transfer points have becoming increasingly problematic. This has a disproportionate impact on low income and minority passengers who transfer at a higher rate than other passengers. The addition of the four “speed tables” as part of the 2018 construction could further degrade on time performance.

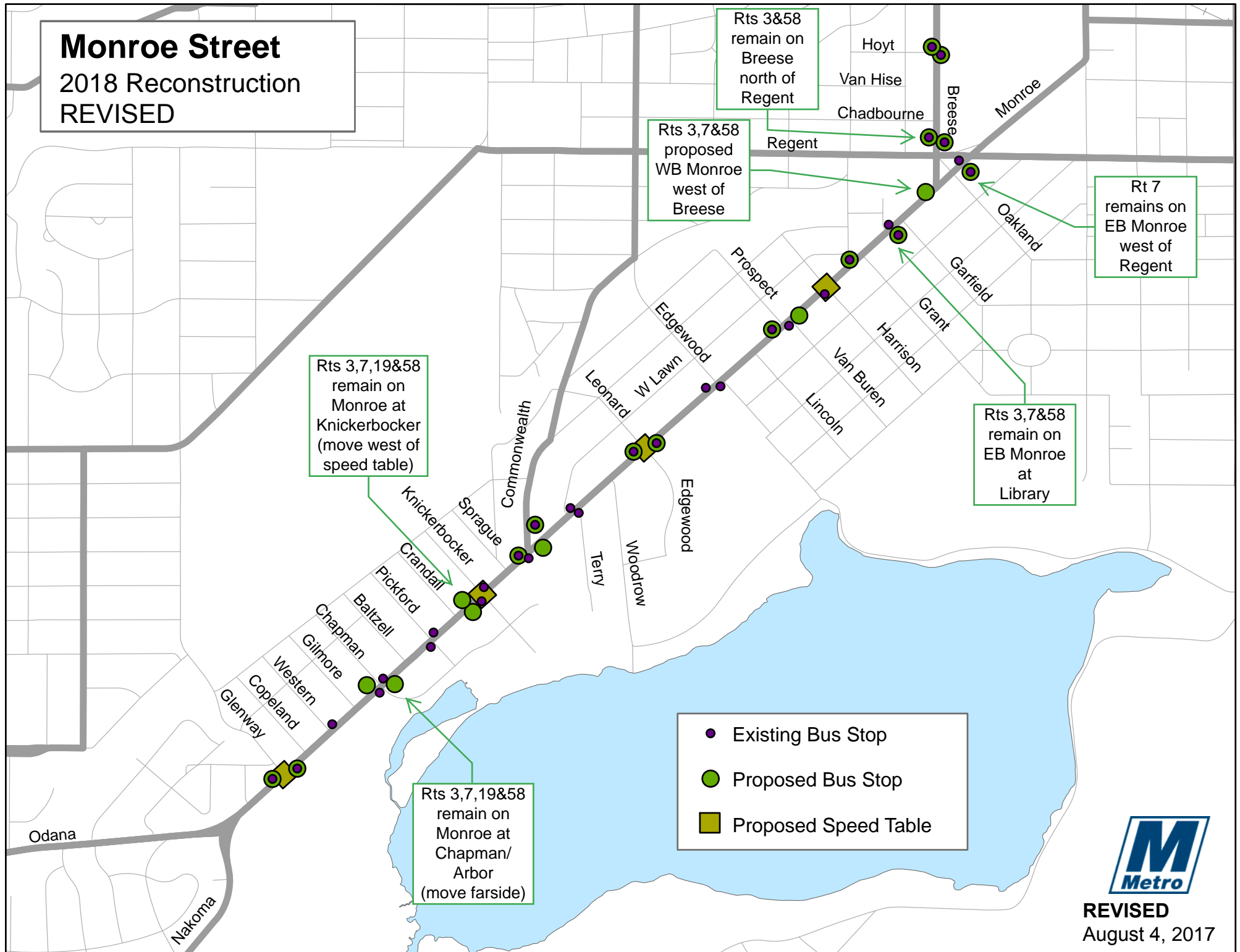
Here are the revised staff recommendations (refer to attached map):

1. Move stops from farside Gilmore to farside Chapman/Arbor (each direction).
2. Move stops from farside Crandall to west of Knickerbocker (each direction).
3. Eliminate stops at Edgewood Avenue (each direction).
4. Maintain current stop at the library. However, the stop ACROSS from Library is still proposed for elimination; nearest stop would be on Monroe Street at Westlawn Avenue (at the traffic signal).
5. Maintain EASTBOUND stop nearside Regent (current Route 7 eastbound stop at Hotel Red).
6. Maintain current stops on Breese Terrace north of Regent Street in each direction. This means the controversial stop on northbound Breese Terrace between Monroe and Regent Streets is no longer recommended.

Monroe Street

2018 Reconstruction

REVISED



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