

Proposed Bus Stop Closures: East-West BRT

Summary

Madison Metro is proposing the closure of 39 stops along the future East-West BRT corridor (Route A & portion of Route B) to alleviate consistent on-time performance issues. Metro's initial plan was to close all local stops along this corridor when the East-West BRT line began operation in late 2024. However, due to the pressing need to improve on-time performance for our passengers, Metro is proposing the closure of local stops on this corridor that are not located adjacent to a planned BRT station. All local stops that are located adjacent to a planned BRT station will stay open along with nine local stops that are not located adjacent to a planned BRT station. These nine local stops are planned to close when the BRT stations are operational in late 2024.

Priority 0 Closures – Currently closed and are not planned to reopen

Bus Stop	Westbound Stop ID	Adherence at Nearest Timepoint (Min)	Distance to Nearest Remaining Stop	Eastbound Stop ID	Adherence at Nearest Timepoint (Min)	Distance to Nearest Remaining Stop	Notes
Sheboygan and State Office Bldg	2100	-1.71	697 Feet	2101	-5	687 Feet	Sheboygan was closed for BRT construction, will close again for resurfacing project
East Washington and Livingston	1392	-3.41	513 Feet	1927	-6.65	818 Feet	Currently closed, eastbound stop is not accessible

Priority 1 Closures – Close to improve OTP, and other operational reasons

Bus Stop	Westbound Stop ID	Adherence at Nearest Timepoint (Min)	Distance to Nearest Remaining Stop	Eastbound Stop ID	Adherence at Nearest Timepoint (Min)	Distance to Nearest Remaining Stop	Notes
Sheboygan and Whitney	2282	-1.71	963 Feet	2397	-5.00	1,000 Feet	Simplifies detour
University and Blackhawk	2266	-5.82	784 Feet	2755	-3.35	755 Feet	Unsignalized crossing creates unsafe pedestrian environment.
University and Ridge	2070	-5.82	1,367 Feet	2945	-3.35	1,500 Feet	Would be the only remaining non-BRT stop on University, simplifies construction

University / Johnson and Lake	670	-5.05	470 Feet	435	-3.92	426 Feet	Westbound Lake difficult to serve by Route B
East Washington and Second	1382	-2.48	960 Feet	1107	-8.59	845 Feet	Unsignalized crossing creates unsafe pedestrian environment.
East Washington and Aberg	1164	-2.48	913 Feet	1757	-5.50	915 Feet	Low ridership stop without good amenities (bus shelter, boarding pad, etc.)
SB Wright and Carpenter	9378	-2.34	491 Feet	---	---	---	Removes unnecessary stop. There is another stop within 500 feet going the same direction.
East Washington and MacArthur	9874	-2.34	645 Feet	9551	-5.29	820 Feet	No crossing

Priority 2 Closures – Close to improve OTP

Bus Stop	Westbound Stop ID	Adherence at Nearest Timepoint (Min)	Distance to Nearest Remaining Stop	Eastbound Stop ID	Adherence at Nearest Timepoint (Min)	Distance to Nearest Remaining Stop	Notes
Mineral Point and Randolph	6984	-3.39	1,300 Feet	6349	-1.92	1,300 Feet	--
Mineral Point and Yellowstone	6516	-3.39	1,390 Feet	6129	-1.92	1,435 Feet	--
Whitney and South Hill	2684	-1.71	1,125 Feet	2249	-5.00	1,125 Feet	Unsignalized crossing creates unsafe pedestrian environment.
East Washington and Webster	1618	-4.53	755 Feet	1323	-5.74	735 Feet	--
East Washington and Yahara River	1412	-3.41	941 Feet	1513	-6.65	1,182 Feet	--
East Washington and Sixth	1846	-2.48	962 Feet	1233	-5.50	989 Feet	--
East Washington and Lexington	9172	-2.34	668 Feet	9135	-5.29	929 Feet	Unsignalized crossing creates unsafe pedestrian environment.

Anderson west of Stoughton Road	9200	-2.34	960 Feet	9201	-5.29	1,085 Feet	Unsignalized crossing creates unsafe pedestrian environment.
East Washington and Lien	9984	-2.34	1,060 Feet	9491	-5.29	1,260 Feet	--
East Washington and Zeier	9846	-0.16	915 Feet	9321	-6.68	910 Feet	--

** Adherence data, also referred to as “On-Time Performance”, is determined measured when a bus reaches each timepoint along a route. The data presented in these tables represents the average weekday schedule adherence at the timepoint closest to the proposed stop closure. The dataset used is for dates 8/20/2023 – 9/7/2023.