



City of MADISON ACTION ITEM DETAIL

January 8, 2025

ACTION TITLE: Metro Transit – 2025 Bus Stop Updates

PRESENTER: Tim Sobota, Mike Cechvala

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ACTION SUMMARY: Approve set of bus stop changes for 2025 implementation.

BACKGROUND: Metro proposes these bus stop changes to be implemented in 2025. Metro routinely recommends opening new bus stops, closing bus stops, and relocating bus stops to improve service.

These changes will bring Metro closer to achieving its goal of having a paved boarding surface at every bus stop. Changes are proposed to go into effect on varying schedules that correspond with new concrete boarding pads and route changes.

DESCRIPTION: A summary of the bus stop changes is below.

- Various relocations, closures, and consolidations are proposed in southwest Madison as new boarding pads are built with the district sidewalk program.
- The remaining local only bus stop on the Capitol square – Pinckney at Main – is proposed for closure to eliminate confusion from passengers waiting there for Routes A and B, and to eliminate confusion during detours.
- Bus stops for Route G on Eagan at East Washington were maintained for transfers to Route A, but are no longer necessary because of the new traffic signal at Independence, and are proposed for closure.
- Route B proposed changes include installing an electric bus charger at Northport and Kennedy. In order to serve this terminal and layover facility, the Northport-Green-Troy loop would be reversed from clockwise to counterclockwise. Bus stops on the inside of the loop would be closed and replaced with bus stops on the outside of the loop.
- Route 38 will be extended to the City of Monona in March 2025. Several new bus stops will be created to serve Route 38. In addition, some bus stops that serve Routes G and L will be adjusted.

Full details are included in attached Legistar documents.

EQUITY GOAL IMPACTS: Stop improvements include the pouring of concrete boarding pads that once completed will Metro maintain a 100% accessible bus stop network. Other changes adjust stop locations to Metro's standard spacing of ¼ mile. Some new locations will require longer walks to access. However, new locations will improve safety by intersecting with pedestrian crossings and improve schedule efficiency by removing those within the ¼ mile standard.