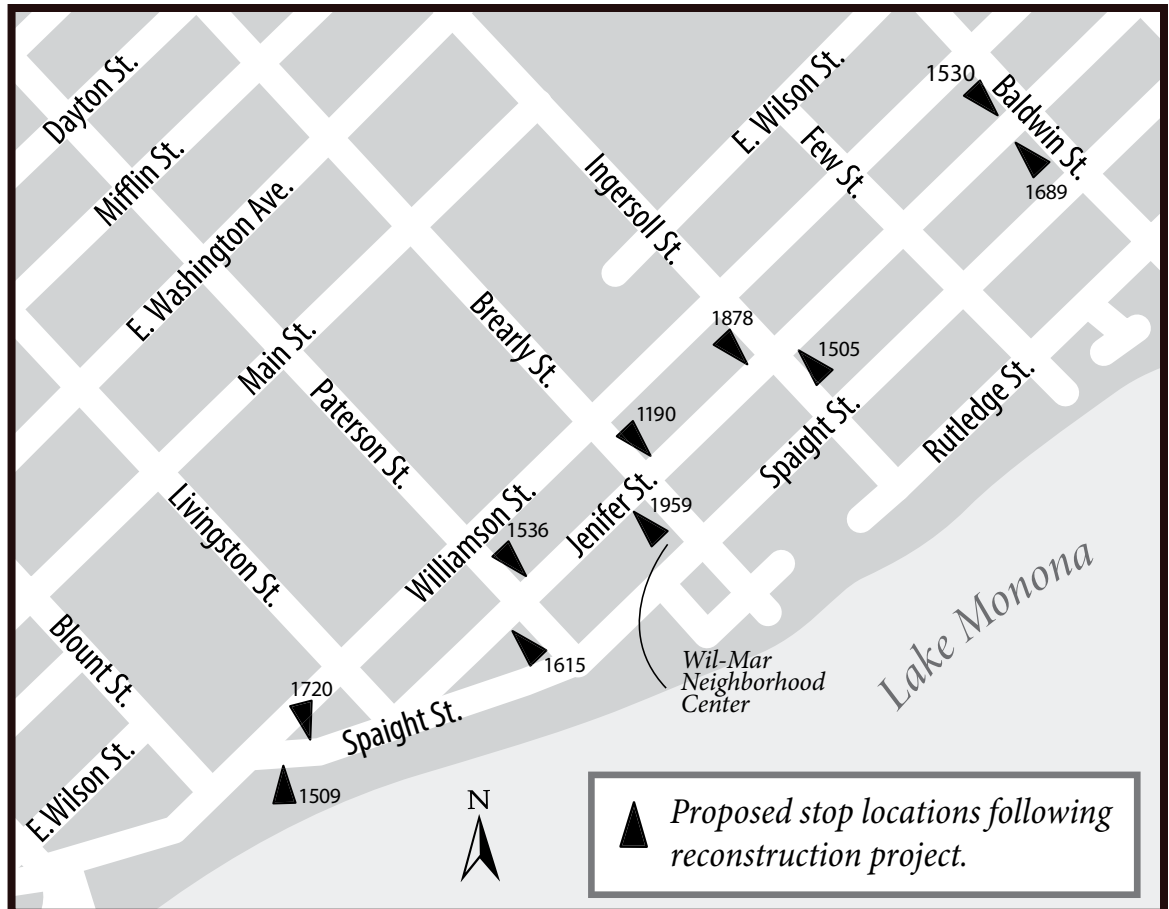


Bus Stops Under Review Jenifer St. Construction

To reduce delays and improve schedule reliability on Jenifer St., certain stops are being proposed for relocation or elimination as part of a 2015 reconstruction project.

After reviewing and considering feedback, Metro staff have revised its initial recommendation. Metro's new proposal will maintain stops at the Brearly St. intersection near the Wil-Mar Center.

See map for proposed stop locations following the completion of the reconstruction project this fall.



These changes will be discussed at the Madison Transit and Parking Commission meeting in February.

Meeting Details: Wednesday, February 11
Starts at 5:00 PM.
215 Martin Luther King, Jr. Blvd. Room 260,
Madison Municipal Building (After 6 PM, use Doty St. entrance.)



Give feedback

- mymetrobus.com/stops
- Call (608) 266-4466
- Email mymetrobus@cityofmadison.com

Background

One Metro's biggest complaints is that buses have trouble maintaining schedules, especially in the Isthmus area. As a result, riders are not able to make their connections to other routes or are late to jobs or appointments.

With Metro's ever-increasing ridership, more and more people are boarding and exiting the bus, which causes delays at each stop.

Each delay causes the bus to get further and further behind to the point it can no longer make connections with other routes.

Transit Development Plan Recommendations

In a 2013, a bus stop consolidation program was recommended as part of the 2013-2017 Transit Development Plan for the Madison Urban Area (TDP). This program was recommended based on an analysis of bus stop spacing along central Madison transit corridors.

A link to read the entire plan is available at mymetrobus.com/stops.



Scan to see read plan.

The TDP explained that stops placed excessively close together result in a higher number of starts and stops which increases travel time in several transit corridors in central Madison.

The plan recommended guidelines on how stops should be spaced. Specifically it stated:

The spacing of bus stops involves a trade-off between the competing goals of maximizing access to the transit system and maximizing travel speed, on-time performance, and efficiency. The general goal is to space bus stops as far as possible without removing substantial walk access to the service. This maximum distance is generally considered to be one-quarter mile.

Bus stop location, and therefore spacing, is often driven by the geometry of the street network and the presence of ridership generators. A range is given (see next page) for bus stop spacing targets to account for this non-uniformity. Generally, longer routes with higher frequency should have a stop spacing towards the upper end of the range since they are more vulnerable to delays and missing a bus is less of a penalty.

Shorter routes with lower frequency should have a stop spacing towards the lower end of the range since they are less vulnerable to delays and missing a bus can cause a wait of up to 60 minutes or later.

Route Category	Bus Stop Spacing Guidelines
Core Routes	3/16 to 1/4 mile (330-440 yards), no stops should be less than 1/8 mile (220 yards).
Peripheral Routes	3/16 to 1/4 mile (330-440 yards), no stops should be less than 1/8 mile (220 yards). Flexible routes may have flag stop service where passengers may request a stop anywhere along the line.
Commuter Routes	3/16 to 1/4 mile (330-440 yards), no stops should be less than 1/8 mile (220 yards). Limited stop service should be 1/2 to one mile and express service may have no stops.
Circulator Routes	3/16 to 1/4 mile (330-440 yards), no stops should be less than 1/8 mile (220 yards).

The plan identified Monroe Street, Jenifer Street, and Johnson and Gorham Streets as having the closest spaced stops with the vast majority of stops being 1/8-mile apart or even closer.

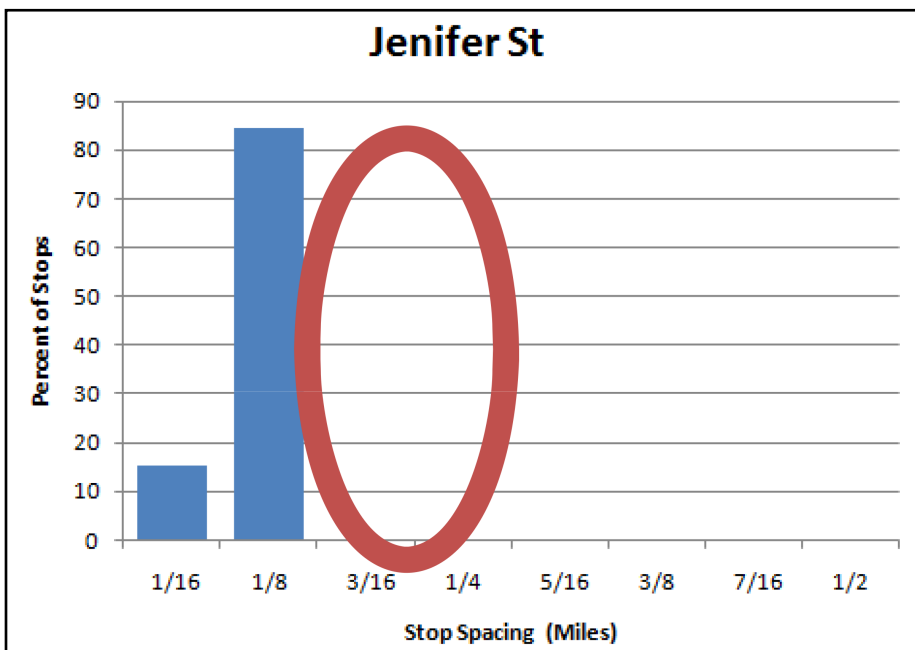
Based on these TDP recommendations, Metro staff have started to look at ways to implement a bus stop consolidation program in these three corridors. Reductions have already been implemented on Johnson and Gorham streets.

Proposed changes on Jenifer St. are the next step of this project.

Jenifer St. Recommendations

For core routes, such as those that operate on Jenifer St., it recommends that bus stops be spaced 3/16 to 1/4 mile (330-440 yards), with no stops less than 1/8 mile (220 yards).

On Jenifer St., all stops are 1/8-mile apart or closer. There are no stops within its recommended spacing range.



To compare, a link to a chart showing several bus stop spacing in all downtown Madison corridors is available at mymetrobus.com/stops.



Scan to see charts.

Frequently Asked Questions

Why not use more buses to fix this scheduling problem?

To reschedule the system completely would require several more buses (and drivers) to be put into service. Unfortunately, Metro does not have additional vehicles available or the operational budget to put this additional service into place.

As a result, staff have been researching alternative ways to help keep buses on time and keep service as reliable as possible for the most amount of people.

How bad is the problem you are trying to fix?

The delays experienced at each bus stop may not seem very significant, but it's not uncommon for a bus to remain at a stop for 45 seconds to a minute. Sometimes this can be even longer.

These few minutes may not seem like a lot of time, but the cumulative effect can make or break a schedule for everyone riding on that particular bus. If a bus can gain two minutes on a trip, it could easily make the difference between making or missing a connection to another route.

How often are missed connections happening?

Missed connections are becoming more frequent, happening every day and on many routes at different times of the day. If connecting buses wait at transfer points for the delayed trip, then they are starting out late on their next trips. These buses then become late and the problem ripples out into the entire system.

A 3-minute delay at the start of a trip can completely delay a schedule on the following neighborhood route that the driver may be headed to next.

That bus is then late pulling back into the transfer point causing additional buses to wait at the transfer point or missing the connection entirely.

Is stop consolidation working in other areas mentioned in this plan?

Metro's ongoing analysis is showing that the bus stop consolidation along Johnson and Gorham streets is resulting in better on-time performance. Fewer complaints are being reported by passengers and drivers that the bus is late or that transfers are being missed.



Complete Information
mymetrobus.com/stops