

# Metro Transit Proposed May 2021 Service Changes

Metro Transit staff recommend the following service changes.



**FOR MORE INFORMATION**

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# Route 2 Frequency Improvement

Route 2 is proposed to improve from every 30 minutes to every 15 minutes during the day on weekdays. This change will provide the service and capacity lost by the proposed elimination of Route 10 and provide better service between the north and west transfer points and downtown.

- Current service: Every 30 minutes at all times
- Proposed service: Every 15 minutes between about 6 am and 6 pm on weekdays, every 30 minutes at other times



## Route 10 Deleted

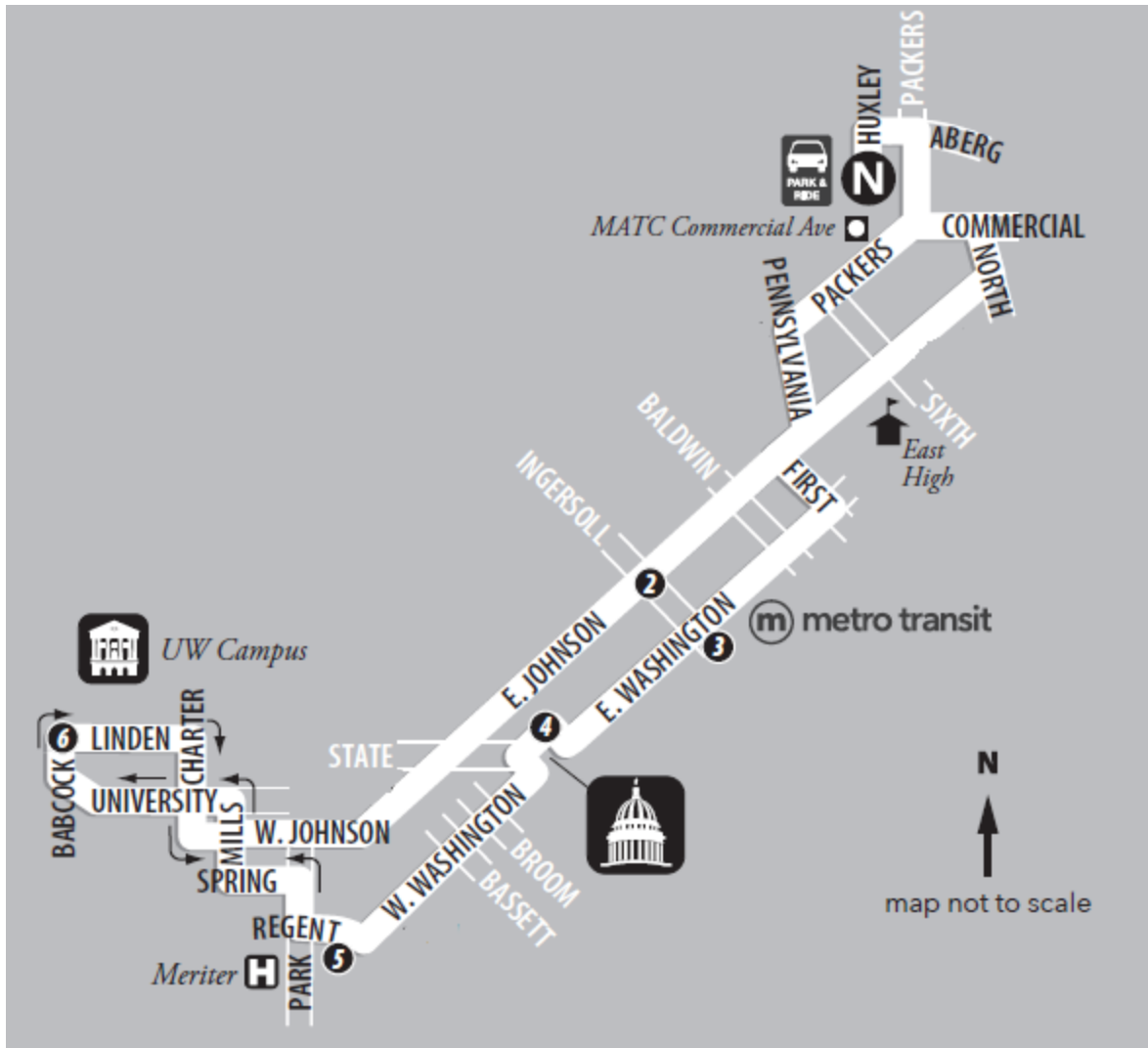
Route 10 is proposed for deletion. This change frees up buses that would be used to increase service on Route 2 and provide new mid-day Route 38 service.

The goal is to provide service that is simpler and easier to use, and consistent throughout the day.



# Route 27 Deleted

Route 27 is proposed for deletion. This change frees up buses for more productive service on Route 38, which is proposed to be reinstated.

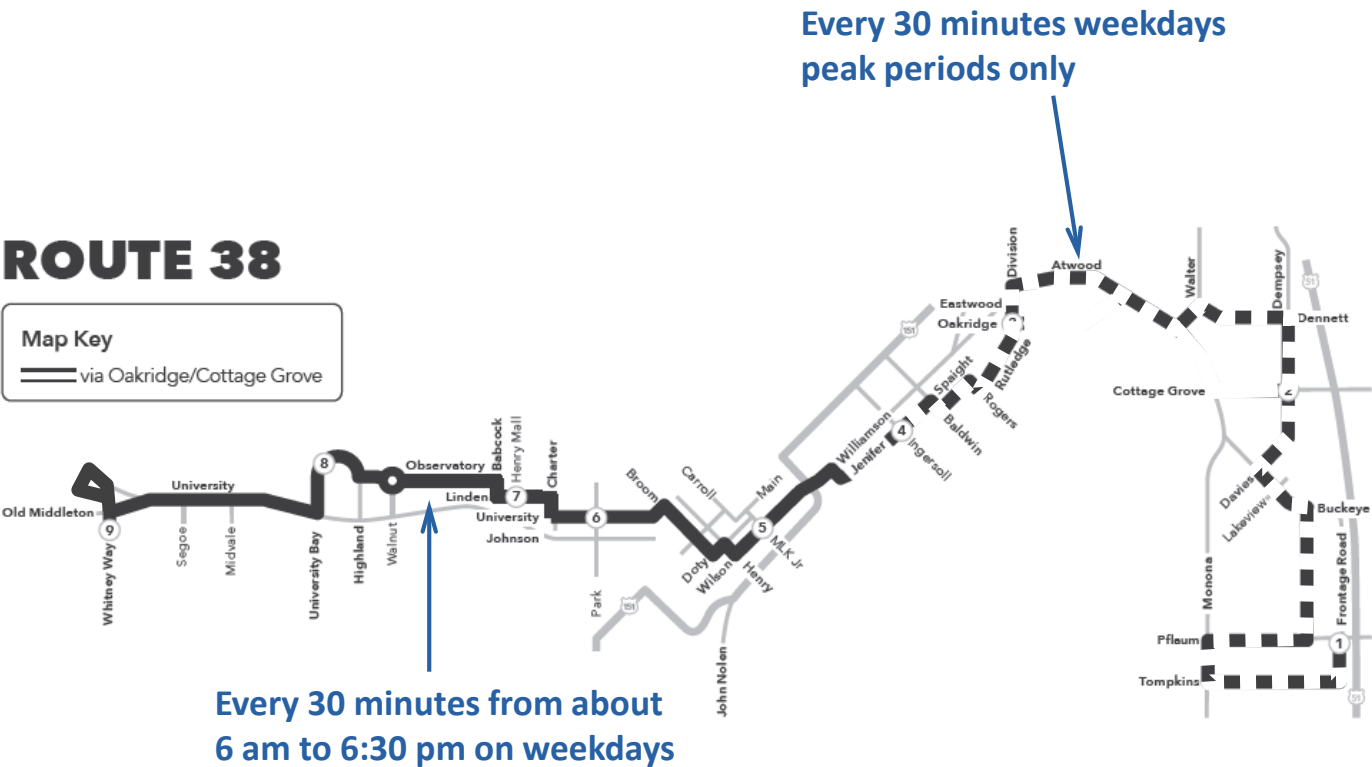


# Route 38 Weekday Peak and Off Peak Service

Route 38 was suspended during the Coronavirus reductions and replaced with Route 10, which provided service over most of Route 38. Route 38 is proposed to be reintroduced with peak period as well as new mid day limited service.

The peak period reintroduction of Route 38 is intended to provide more competitive travel times between the far east side and downtown with no transfers and less out-of-direction travel. The proposed mid day service is intended to replace the service and frequency currently provided by Route 10 – it will not travel east of Ingersoll Street.

Buses will travel in both directions and will always travel via Atwood and via Main Street.



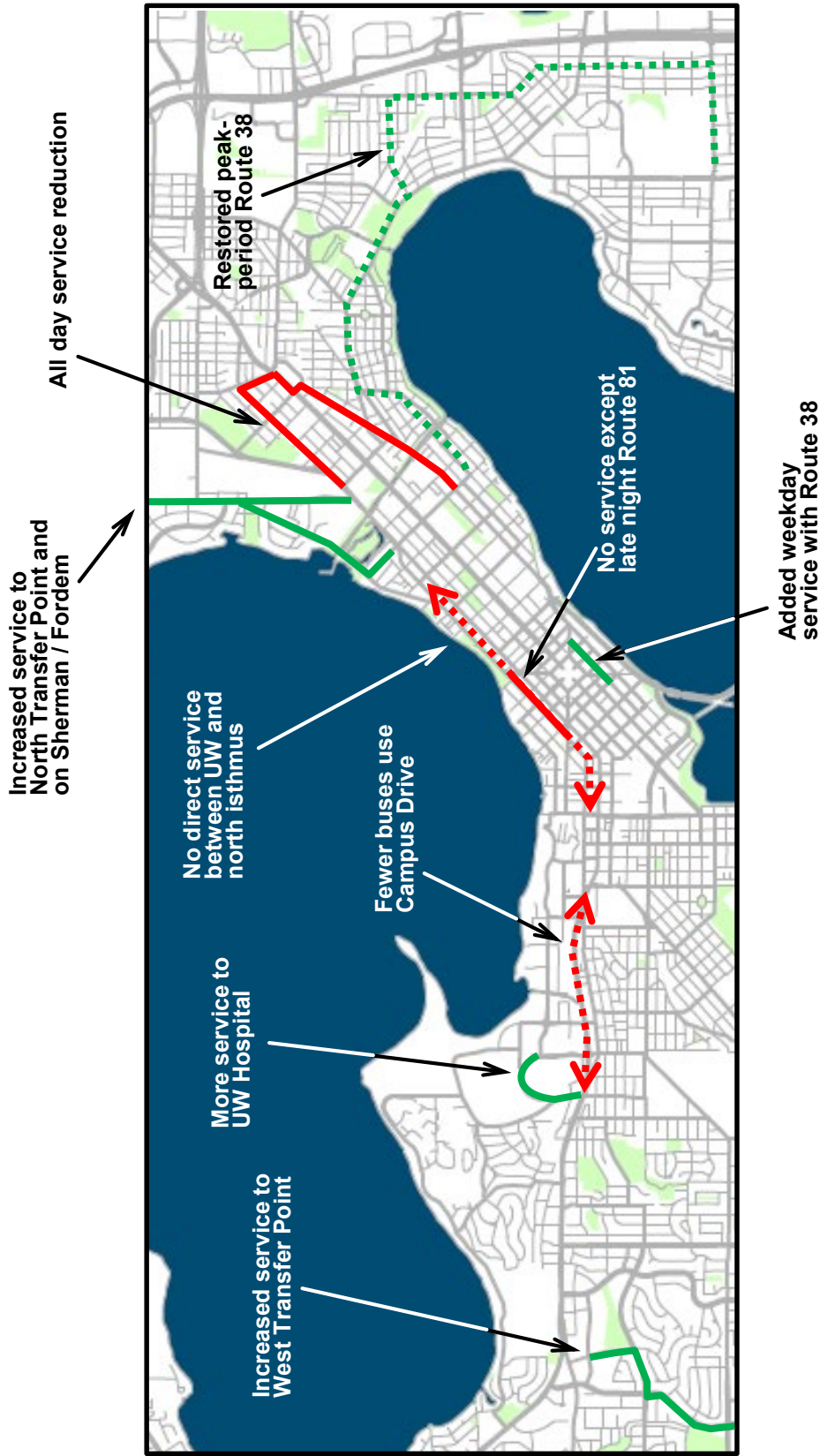
## Summary (Routes 2, 10, 27, 38)

This proposal shifts resources between Routes 2, 10, 27, and 38. Metro's goals in this service change proposal is to respond to complaints about discontinued service on Routes 28 and 38 while maintaining capacity on key corridors using available resources. There are positive, neutral, and negative trade-offs in this proposal, which can be summarized below.

Area	Affect
University Avenue	Four Route 10 buses per hour are converted into two Route 2 and two Route 38 buses. More riders will have to go around the University Bay loop as fewer buses will use Campus Drive, but service to the UW hospital will increase.
North Isthmus	Two Route 10 buses per hour are converted to Route 2 buses. More riders will have to go around the Capitol Square as no direct service via Gorham and Johnson Street will be provided. No service will be provided on Johnson and Gorham between State and Hamilton except late night Route 81.
South Isthmus	Two Route 10 buses per hour are converted to Route 38. Service on Williamson and Winnebago will be reduced.
Eken Park	Riders near East High School currently have access to Routes 5, 10, and 27. Both Routes 10 and 27 will be deleted, representing direct service to the UW campus. Riders will have to transfer at the Capitol Square or walk farther to catch Routes 4, 6, or 15.
North Transfer Point	Off-peak service is improved with 15-minute service on Route 2. The elimination of Route 27 during peak periods is offset by the added service on Route 2. Service is increased on Fordem and Sherman.
East Madison	New peak-period Route 38 service will eliminate transfers to downtown for riders east of Fair Oaks Avenue.
Operational Considerations	This plan adds one bus into service weekdays for about 12 hours and the addition of two operators.

# Summary (Routes 2, 10, 27, 38)

The areas that will gain and lose service are summarized below.



# Route 81 Permanently Shifted to Blair Street

The Route 81 routing approved in 2020 travels east to Franklin Street where it turns around. However, it has been detoured to Blair Street. This proposal permanently shifts service to Blair Street, extending the route one block. The bus stop site on Blair Street can be more easily upgraded with an accessible concrete boarding platform than the site on Franklin Street.





## West Washington Avenue (Routes 8, 12, 15, 70, and 72)

The City of Madison intends to construct a bus lane in one direction on West Washington Avenue in one direction. The project will follow a resurfacing project and will be from Bedford Street to Henry Street. Upon completion, several routes would shift in order to make use of the new facility. Regional and commuter routes would be shifted from State Street to Broom and Bassett Street.

This change has several benefits. It relieves capacity constraints on State Street that can eventually be used to add Bus Rapid Transit service. It reduces the bus volumes on State Street, providing a better outdoor dining experience for struggling restaurants and other businesses. Finally, it provides Metro with a better detour route when State Street is closed to buses.

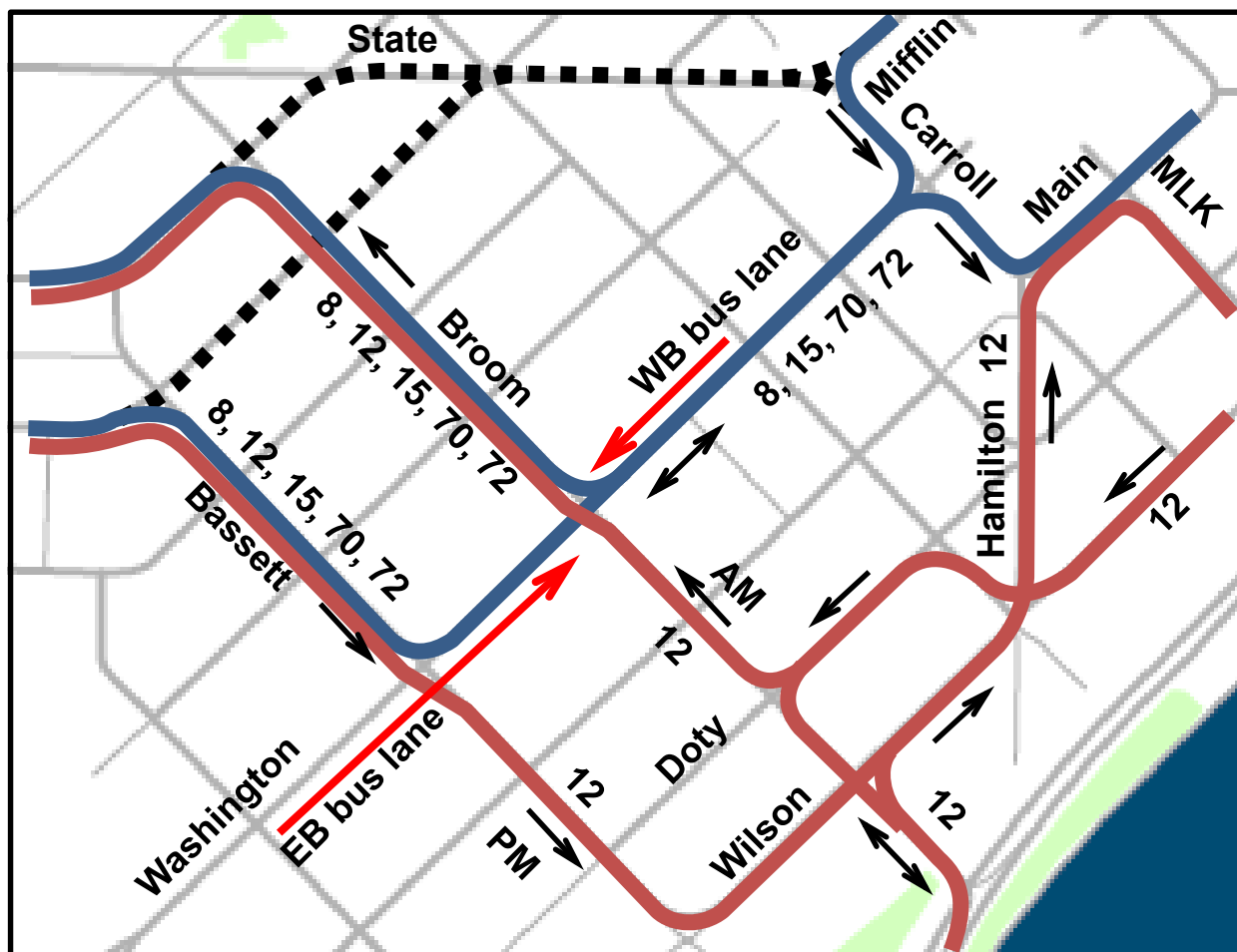
Several bus stop changes will accompany this change. The bus stop pair at Henry Street will be closed to conform with Metro's bus stop spacing guidelines. The northbound bus stop on Broom Street at West Washington will be moved from near side to far side so that West Washington Avenue routes can serve it.



## West Washington Avenue (Routes 8, 12, 15, 70, and 72)

A summary of proposed route changes to use the new West Washington Avenue bus lane is shown below.

Route	Summary
5 and 75	Already use West Washington Avenue
8, 15, 70, and 72	Rerouted from State Street to Broom Street and West Washington
12	Rerouted to Broom / Bassett and Wilson Street
14, 29, 37, 47, 56, 57, 58, 71	These routes are currently suspended. If they return to service, they would likely be routed via Broom / Bassett and West Washington



Unaffected routes are not shown.

# Schedule Adjustments

## Weekday Route 6 – Last Trip Departing East Towne Mall

Currently, the last westbound Route 6 trip departs East Towne Mall towards downtown at 10:40 pm. Three minutes later, the final Route 26 trip is scheduled to arrive at East Towne Mall.

Metro proposes shifting the last Rt. 6 trip departure to 10:45 pm, allowing Rt. 26 passengers the opportunity to transfer to Rt. 6 and continue westbound towards the Square. Additionally, Metro suggests having the Rt. 6 trip operate inbound via Hayes to provide some connectivity to the Greater Sandburg neighborhood.

## Proposed Schedule

	East Towne Mall	Forest Run & Anniversary	Melody & Independence	Wright & Madison College	E Washington & Johnson	E Washington & Ingersoll	Mifflin & Pinckney
CURRENT #6	10:40 PM	—	—	—	10:51 PM	10:56 PM	11:01 PM
PROPOSED #6	10:45 PM	10:49 PM	10:55 PM	—	11:04 PM	11:09 PM	11:14 PM