



Transit Network Redesign

Spring 2022 Summary

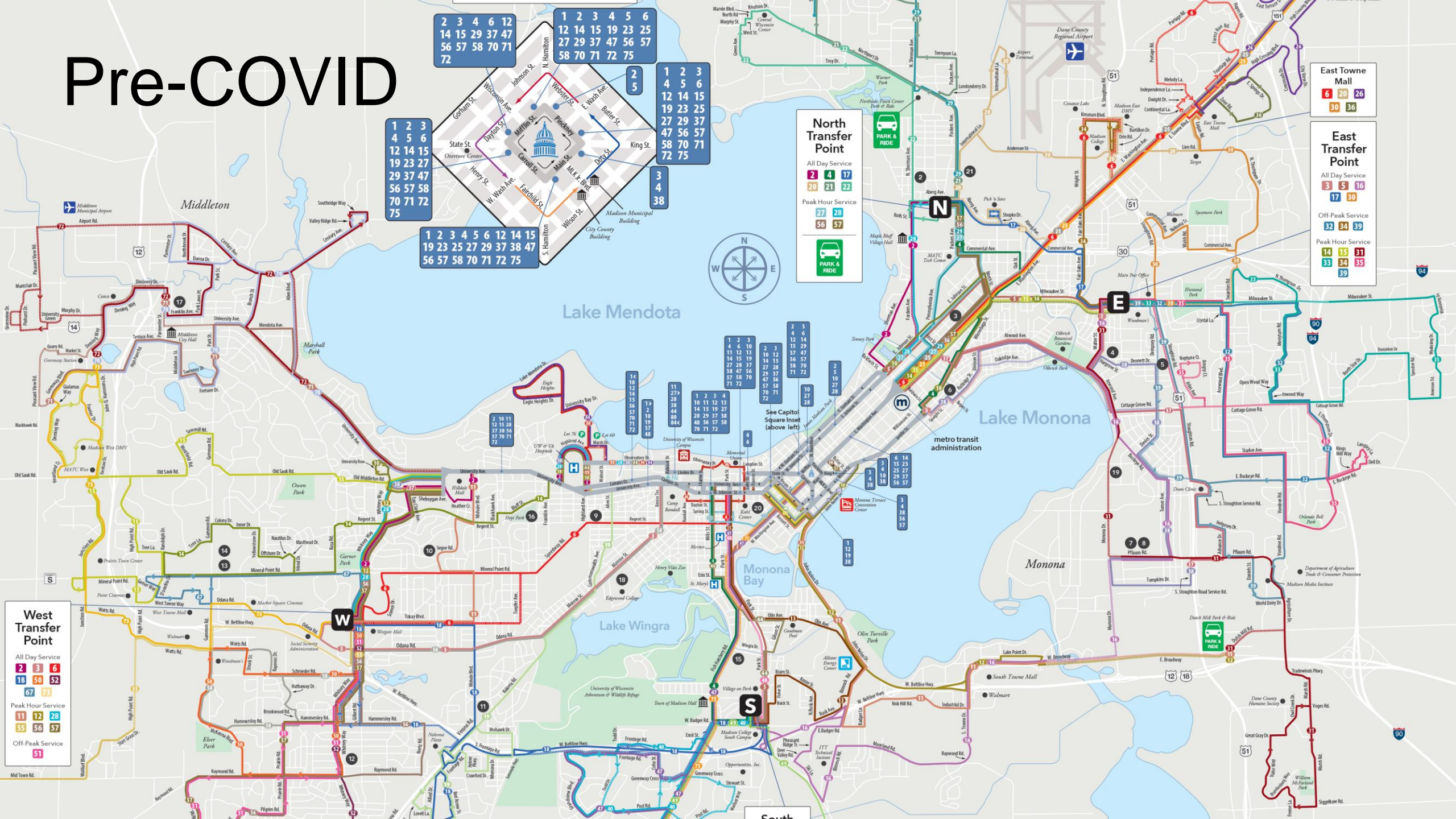
Transit Network Redesign

- The Metro Transit Network Redesign will design a route system that will better meet the needs of Madison area residents and businesses.



- www.MyMetroBus.com/Redesign

Pre-COVID



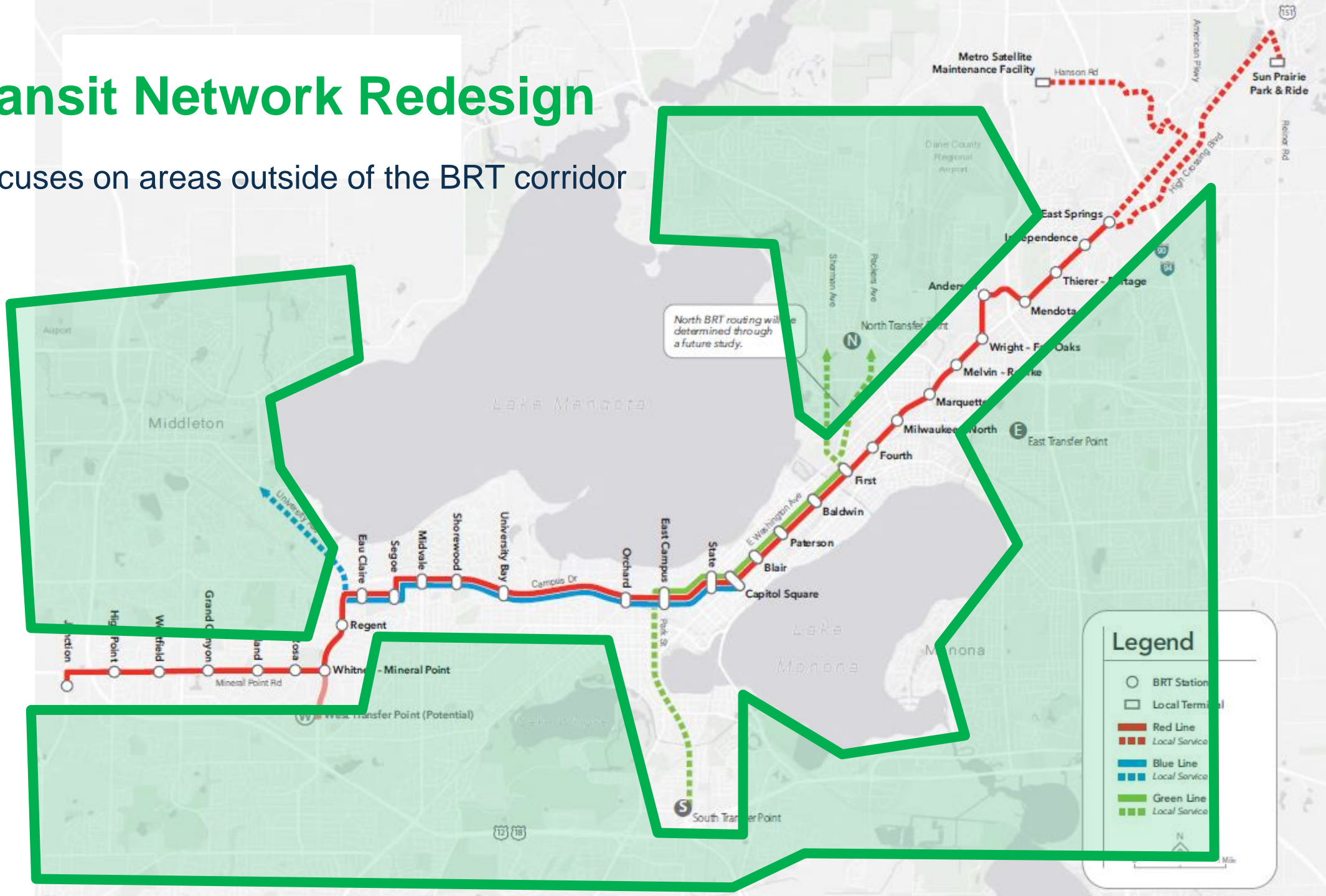
Why now?

- Address long-standing issues and discrepancies
- Recover from COVID-19 in a way that reflects future needs
- Compliments BRT and brings some of those benefits to more neighborhoods



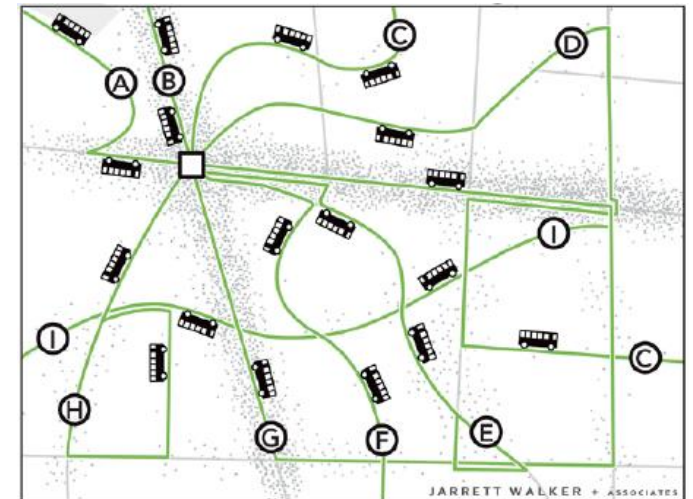
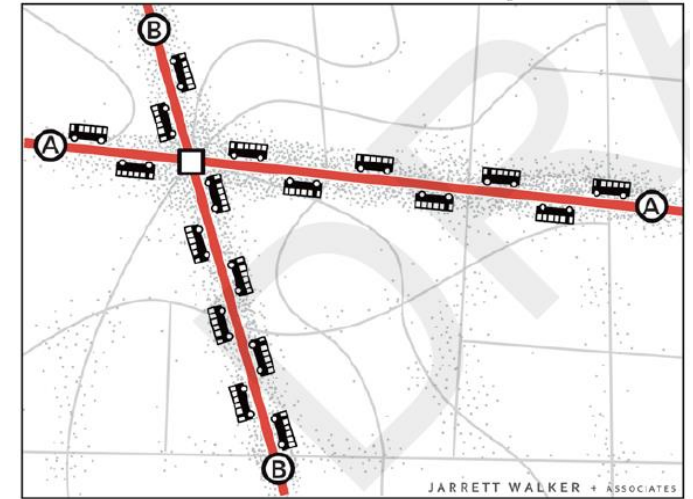
Transit Network Redesign

Focuses on areas outside of the BRT corridor



Basic Goals for Public Transportation

- **Ridership** concentrates transit service onto fewer routes with more frequent service, ultimately increasing ridership
- **Coverage** extends transit service to as many people as possible regardless of frequency











Policy Direction

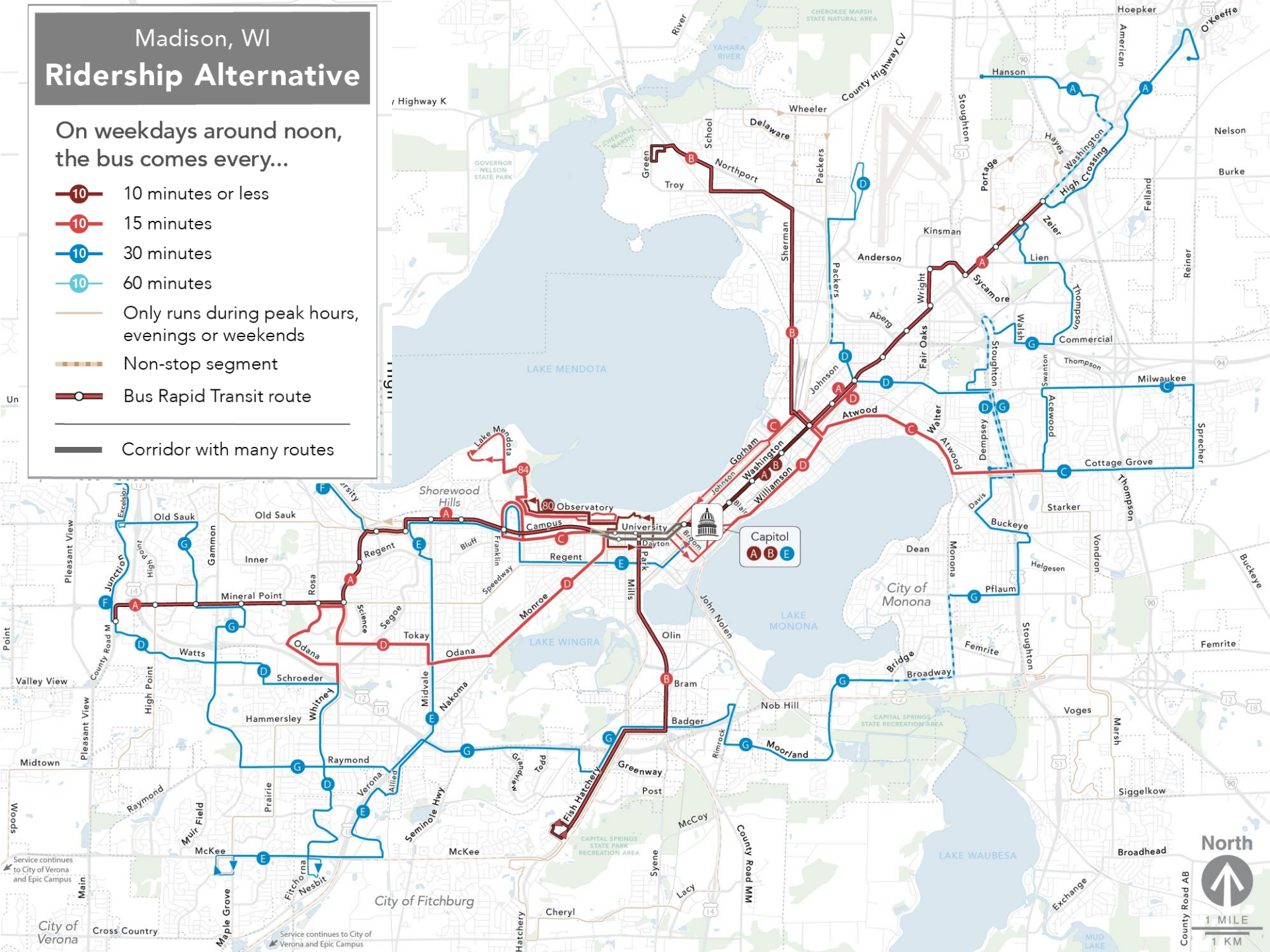
1. Ridership, definitely. Minor corrections only.
2. Ridership, mostly. Some lower frequencies to reach a few more places.
3. Coverage, mostly. Just a little less coverage to so we can get a few higher frequencies.
4. Coverage, definitely. Minor corrections only.

Ridership Alternative

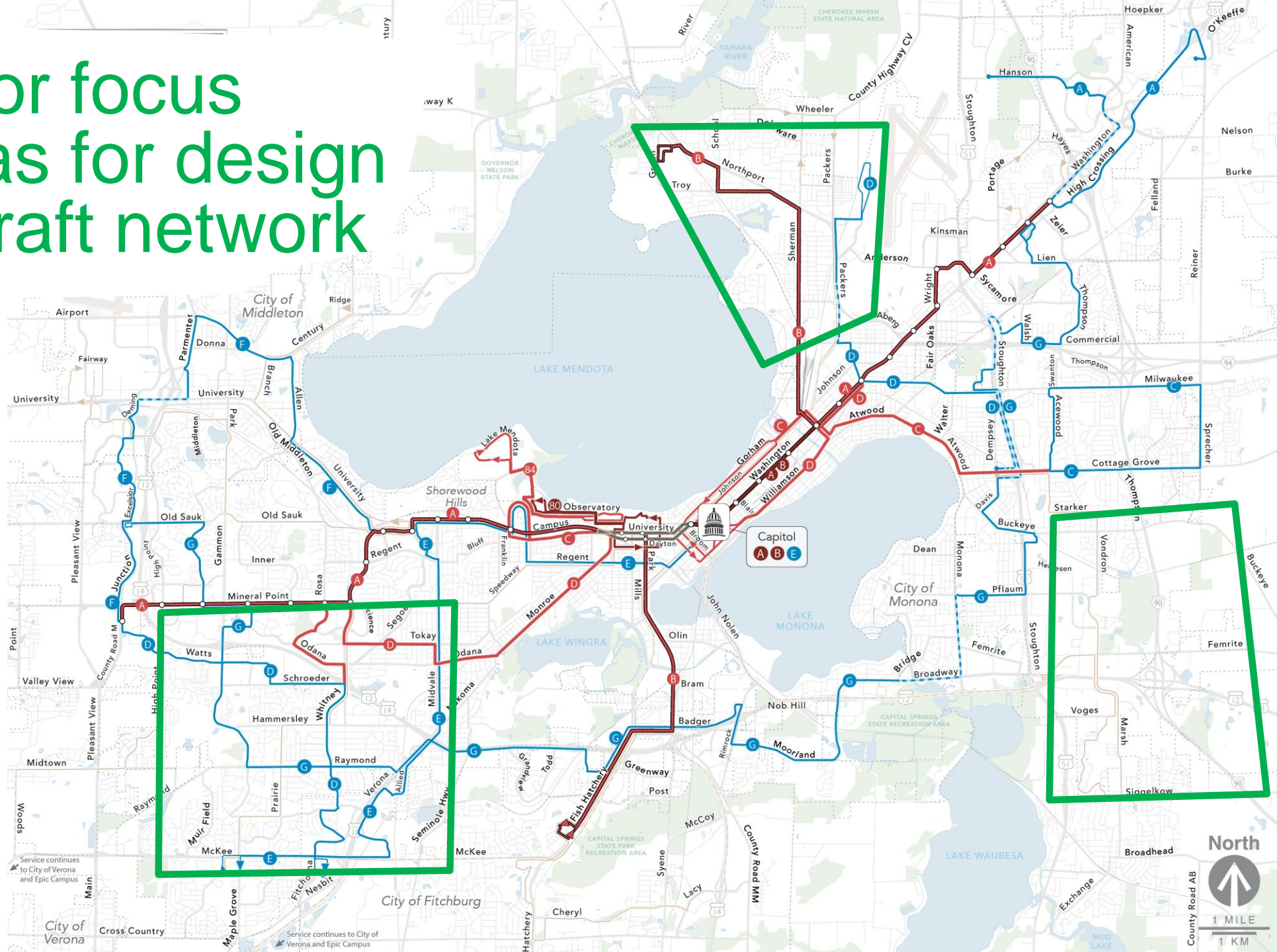
Madison, WI Ridership Alternative

On weekdays around noon, the bus comes every...

-  10 minutes or less
-  15 minutes
-  30 minutes
-  60 minutes
-  Only runs during peak hours, evenings or weekends
-  Non-stop segment
-  Bus Rapid Transit route
-  Corridor with many routes



Major focus areas for design of draft network

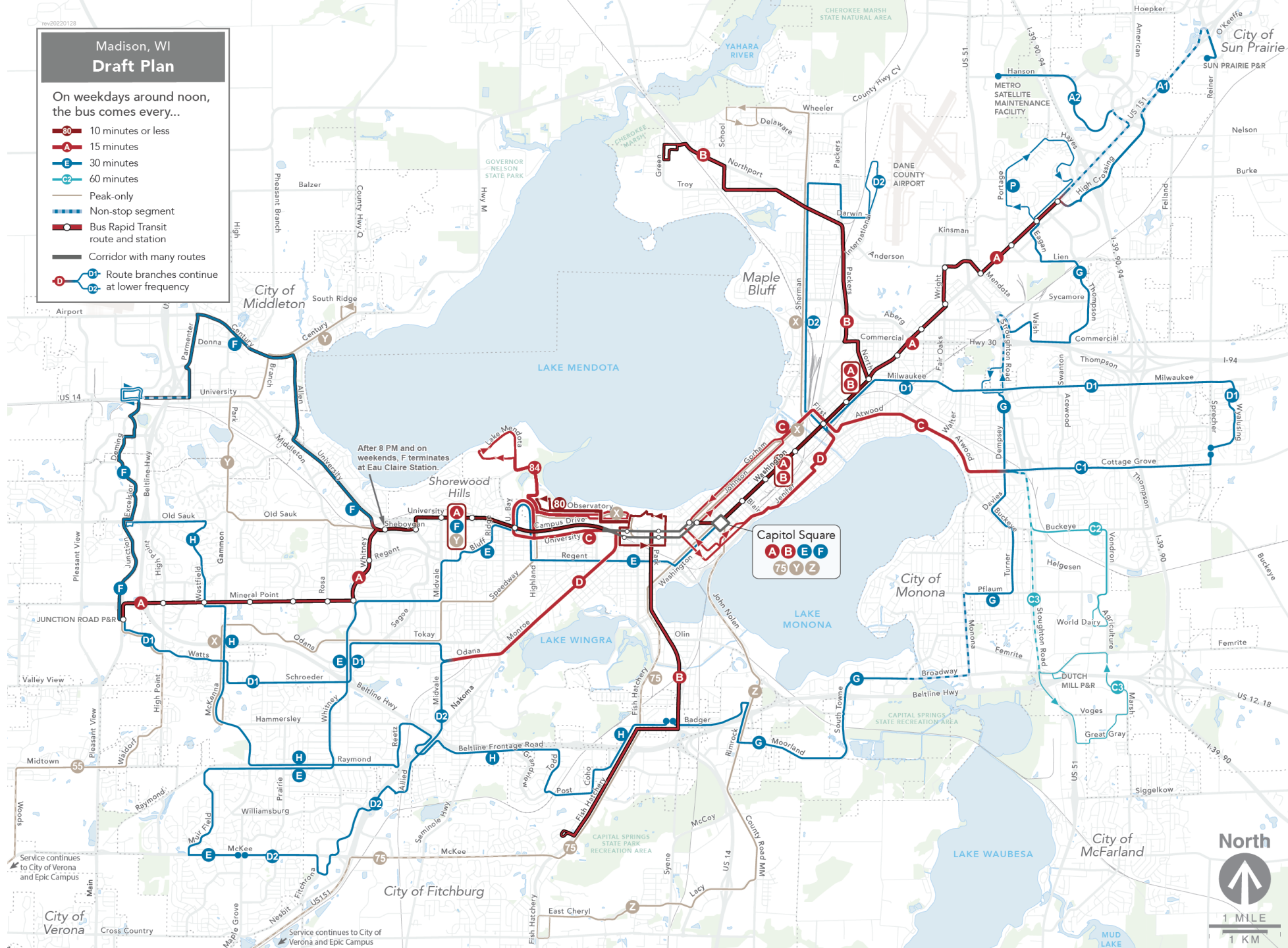


Draft Plan

Madison, WI
Draft Plan

On weekdays around noon,
the bus comes every...

- 80 10 minutes or less
- A 15 minutes
- E 30 minutes
- C 60 minutes
- Peak-only
- Non-stop segment
- Bus Rapid Transit route and station
- Corridor with many routes
- Route branches continue at lower frequency

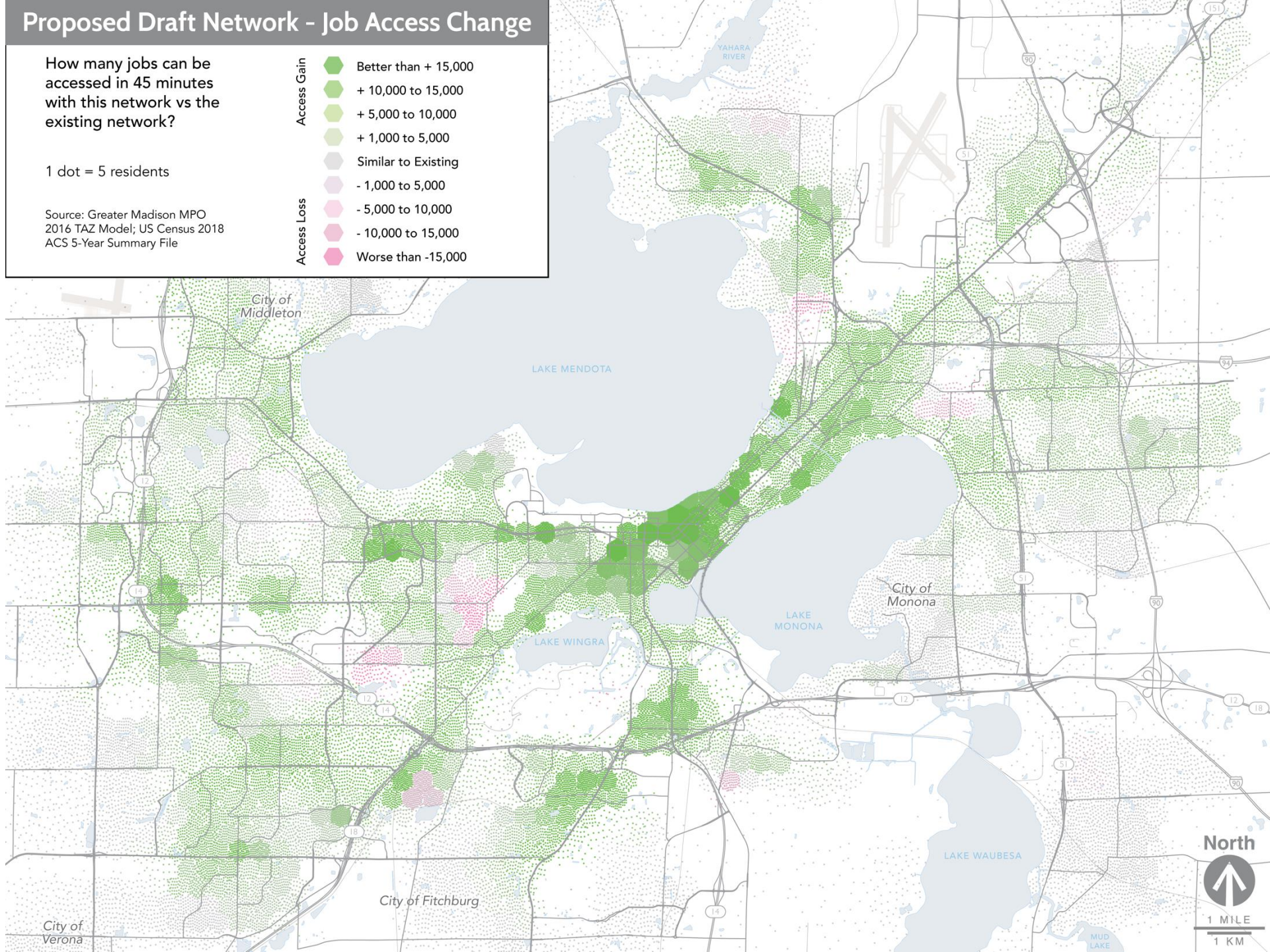


Proposed Draft Network - Job Access Change

How many jobs can be accessed in 45 minutes with this network vs the existing network?

1 dot = 5 residents

Source: Greater Madison MPO
2016 TAZ Model; US Census 2018
ACS 5-Year Summary File



Key Take-Aways

- Bus routes will be designed to be longer, straighter, and more frequent
- Majority of lower income residents in peripheral neighborhoods will experience less waiting, and barriers to accessing jobs and other destinations will be reduced
- Transfer points will be eliminated, eliminating unnecessary delays and indirection

Key Take-Aways

- The redesigned network will be less oriented around the downtown 8-5 commute, and will be more useful for retail jobs, hospitality jobs, and other jobs that follow less predictable schedules
- The system overall will be far simpler, more logical, and easier to use.

Next Steps

- Virtual neighborhood meetings (check website)
- Online survey (currently open on website)
- Geographic virtual meetings and/or open houses to focus on sub-areas of the city
- Draft network modified based on feedback and final plan approved by Transportation Policy and Planning Board and Common Council
- New network implemented in summer 2023



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