



Transit Network Redesign

Downtown Madison Public Meeting
March 30, 2022

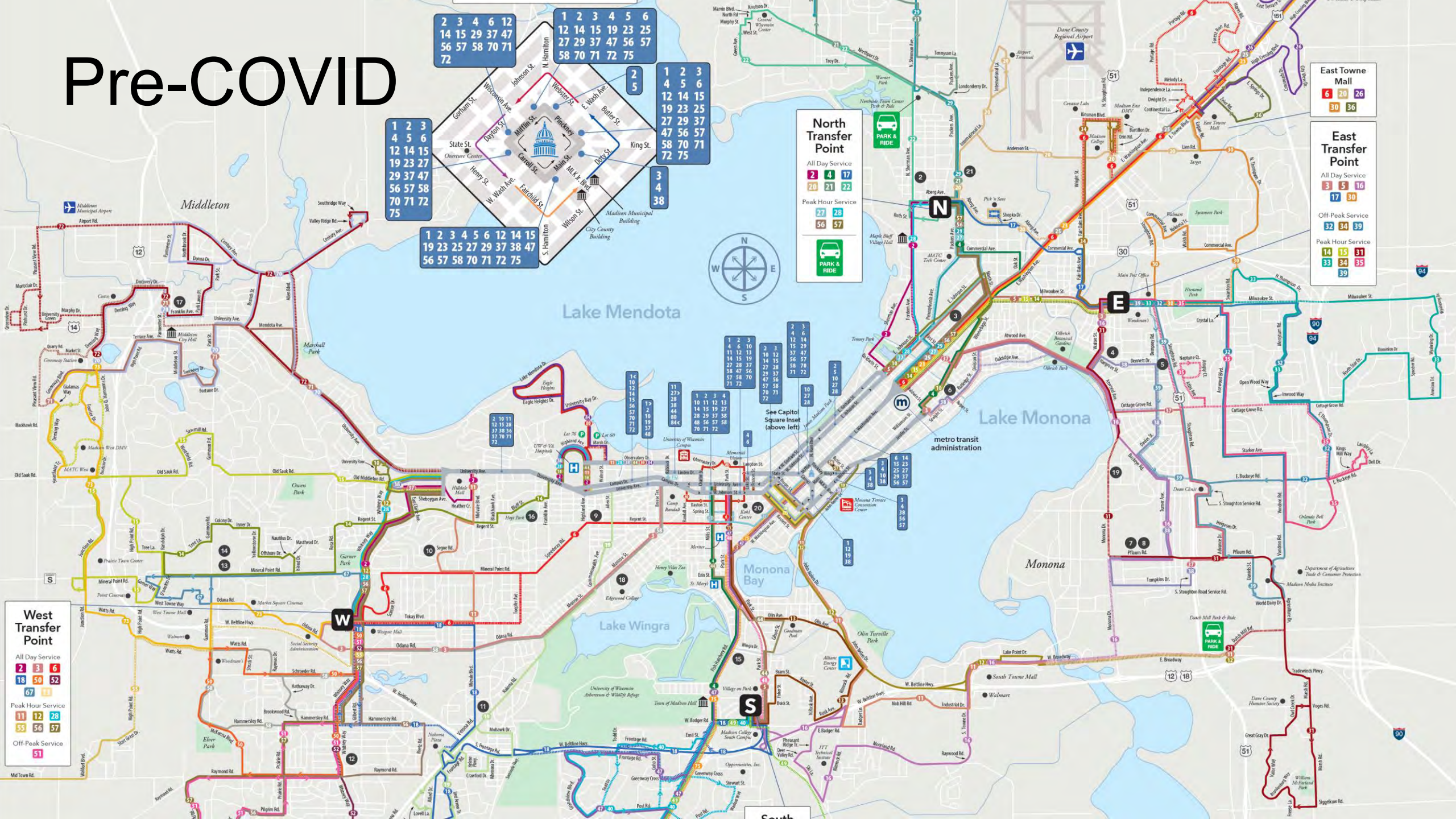
Transit Network Redesign

- 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



1	2	3	4	5	6
12	14	15	19	23	25
27	29	37	47	56	57
58	70	71	72	75	

1	2	3
4	5	6
12	14	15
19	23	27
29	37	47
56	57	58
70	71	72
75		

1	2	3
4	5	6
12	14	15
19	23	25
27	29	37
47	56	57
58	70	71
72	75	

1	2	3	4	5	6	12	14	15
19	23	25	27	29	37	38	47	
56	57	58	70	71	72	75		

North Transfer Point
All Day Service
2 4 17
20 21 22

Peak Hour Service
27 28
56 57

PARK & RIDE

East Towne Mall
6 20 26
30 36

East Transfer Point
All Day Service
3 5 16
17 30

Off-Peak Service
32 34 39

Peak Hour Service
14 15 31
33 34 35
39

West Transfer Point
All Day Service
2 3 6
18 50 52
67 71

Peak Hour Service
11 12 28
55 56 57

Off-Peak Service
51



South

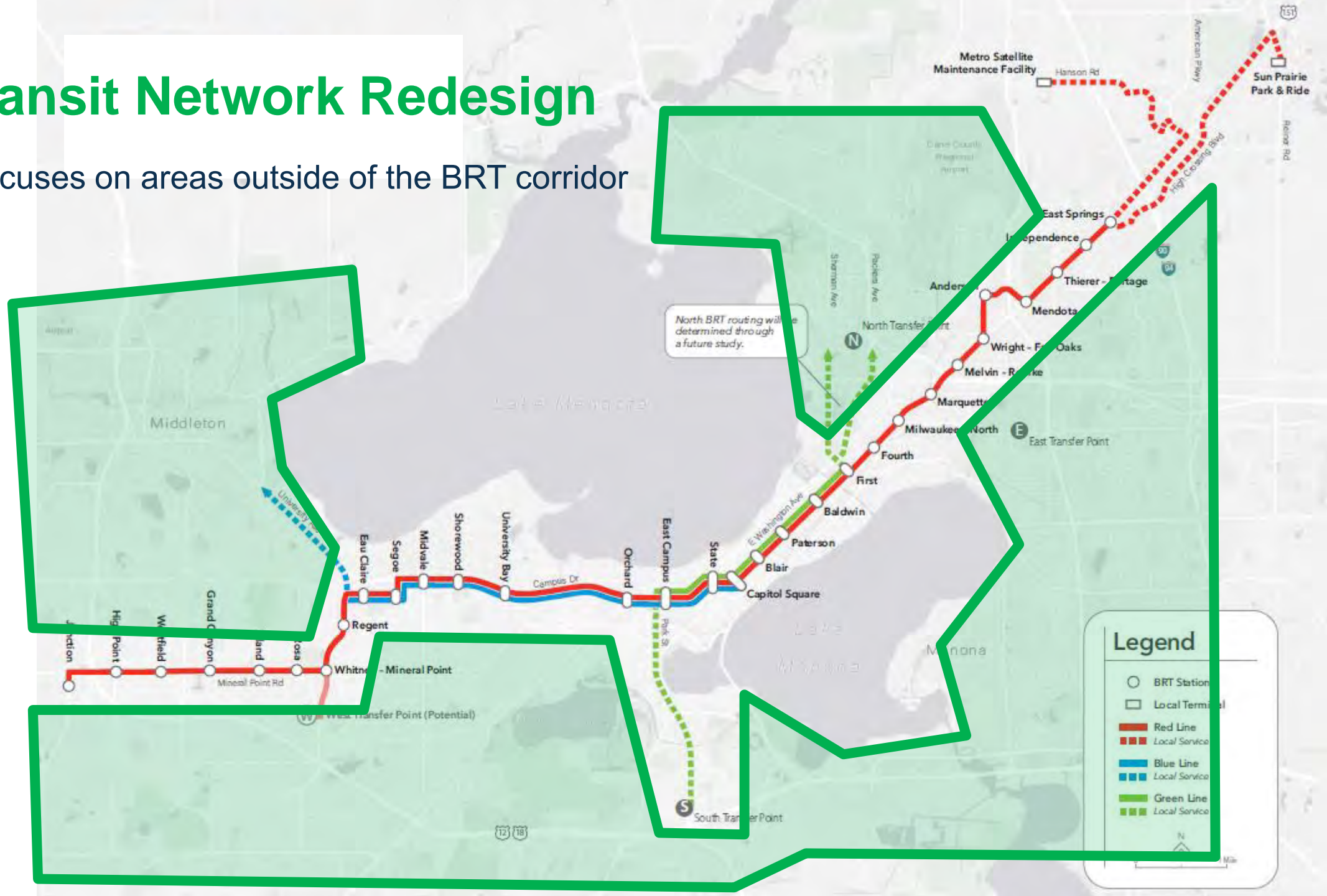
Why now?

- 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



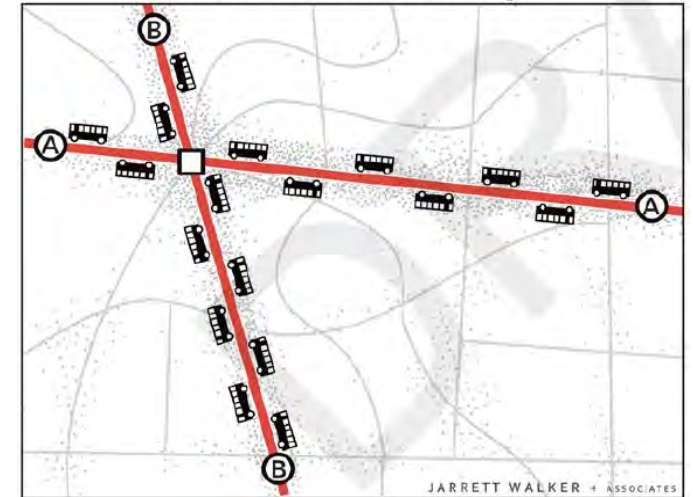
Transit Network Redesign

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

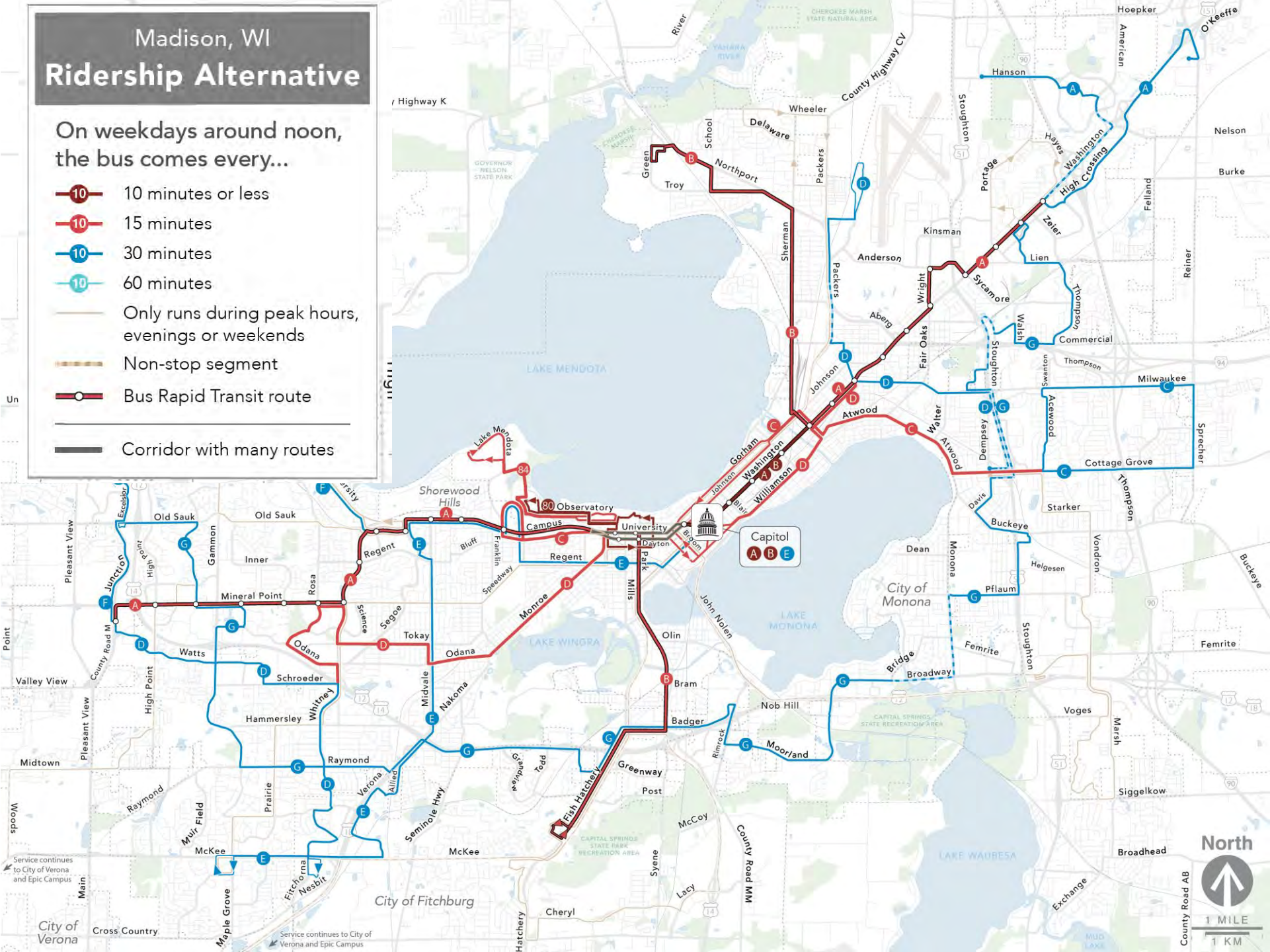
1. Ridership, definitely. Minor corrections only.
2. Ridership, mostly. Some lower frequencies to reach a few more places.
3. Coverage, mostly. Just a little less coverage to so we can get a few higher frequencies.
4. Coverage, definitely. Minor corrections only.

Ridership Alternative

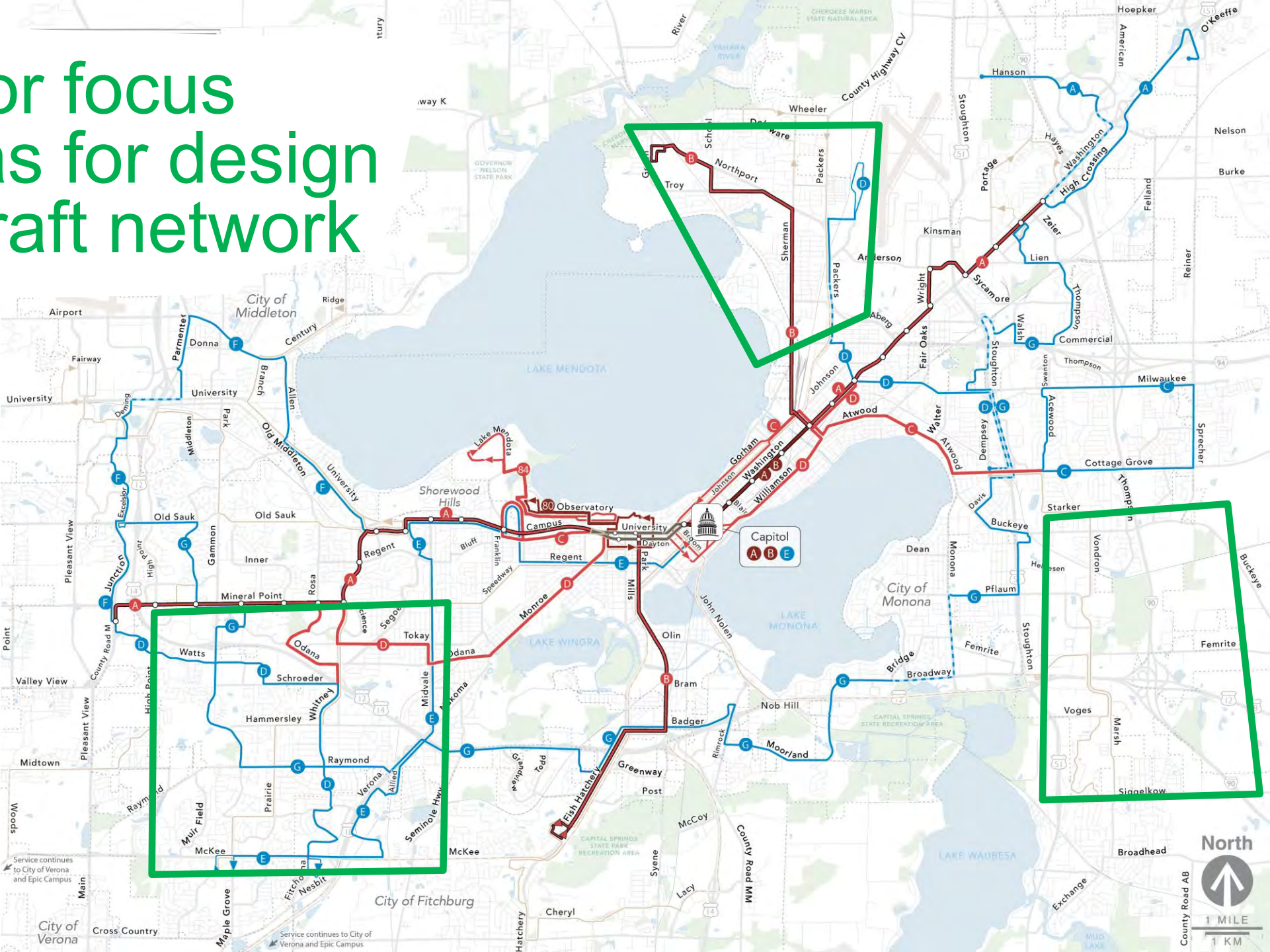
Madison, WI Ridership Alternative

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

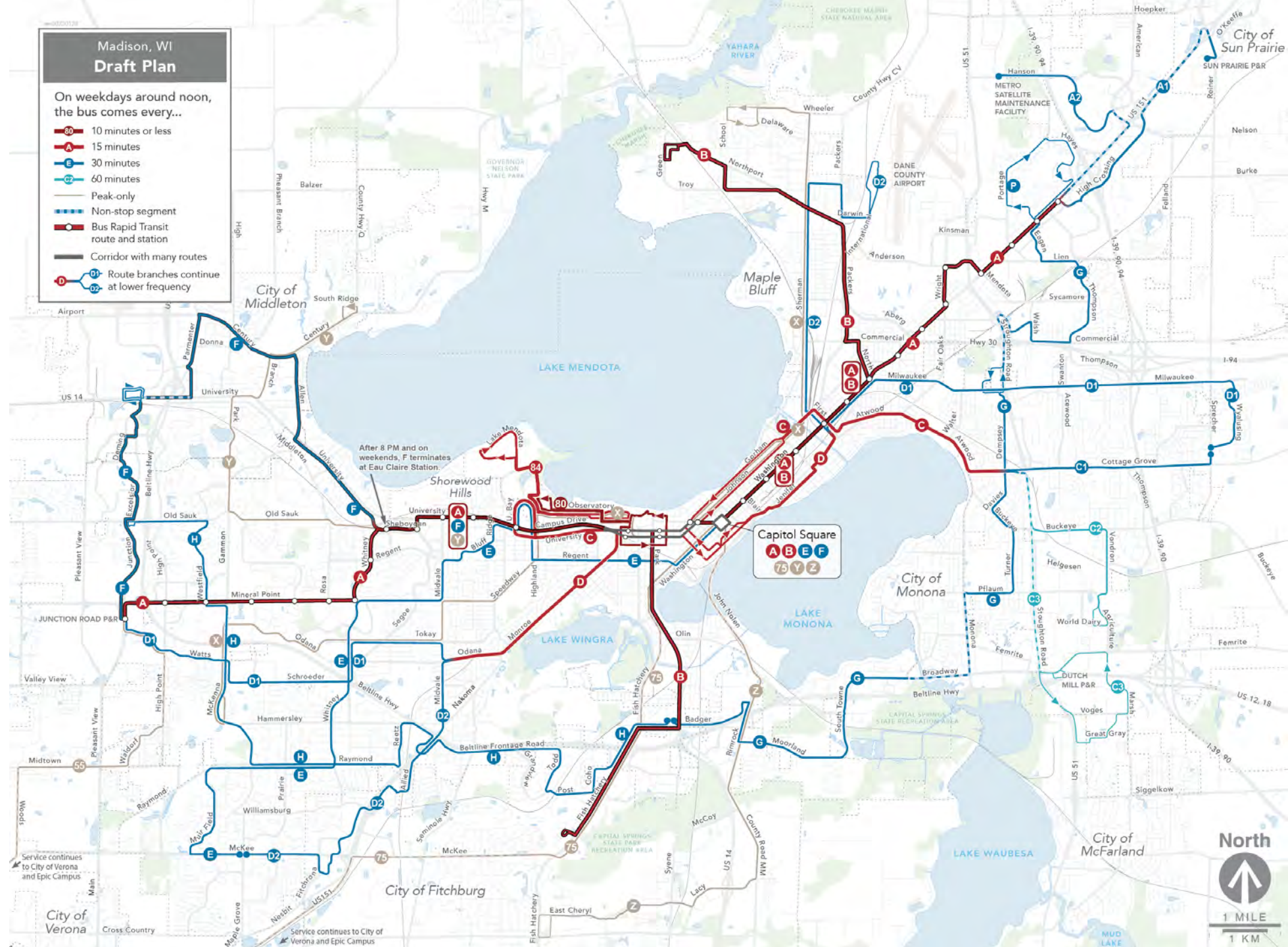


Draft Plan

**Madison, WI
Draft Plan**

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

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



After 8 PM and on weekends, F terminates at Eau Claire Station.

Capitol Square
A B E F
75 Y Z

How far can I travel in **45 minutes** from

* Compared with the Metro Network as of Spring 2020

Downtown - Capitol Square

on weekdays at noon using:

the Draft Plan Network?

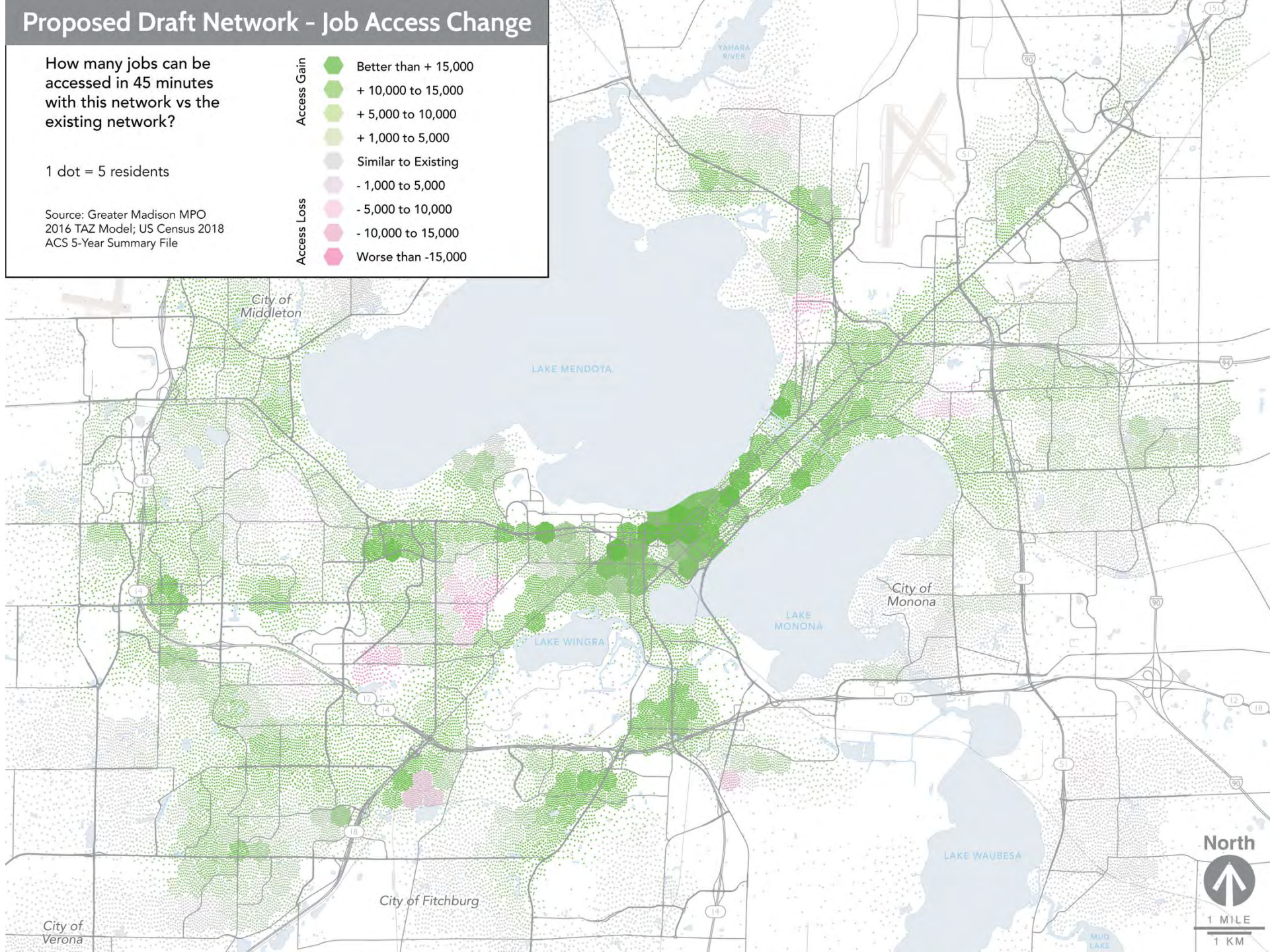


Proposed Draft Network - Job Access Change

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

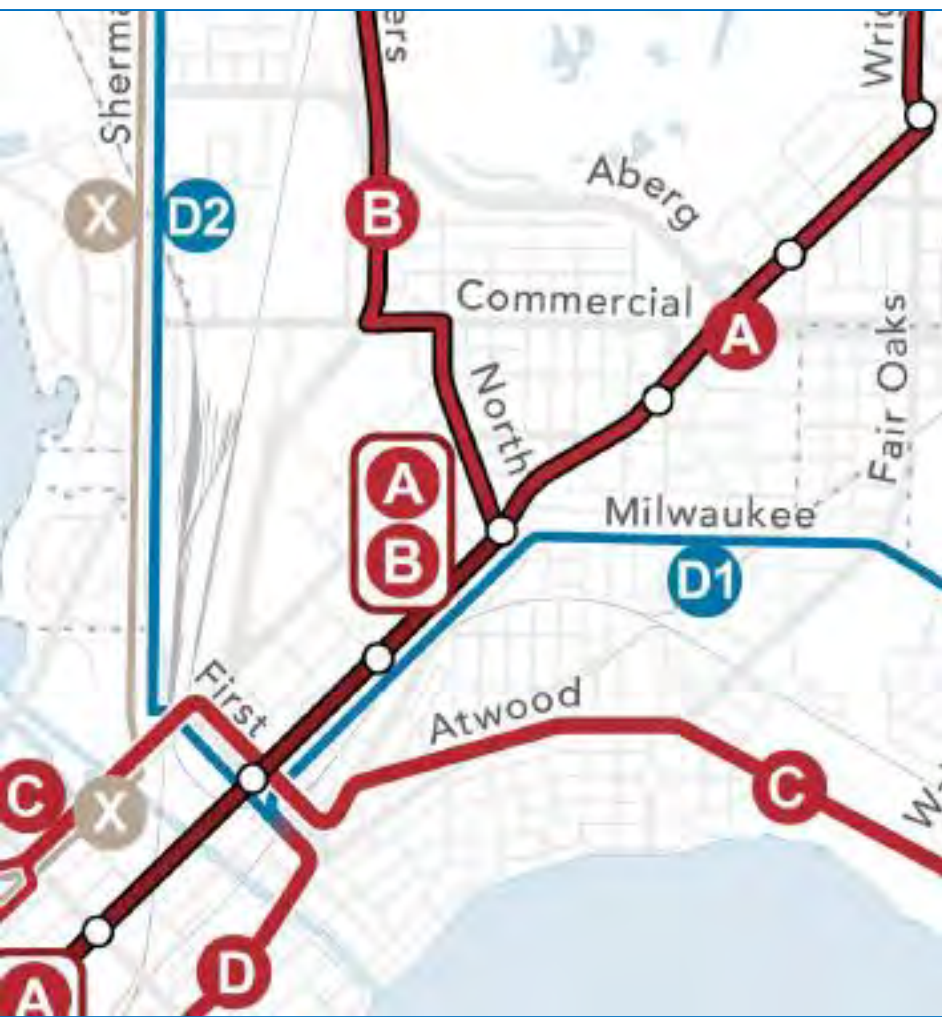


Amendment Process

- Metro will lay out plausible amendments to the draft plan.
- City of Madison Policy Makers will decide which ones to include.

Amendment 3a

From:



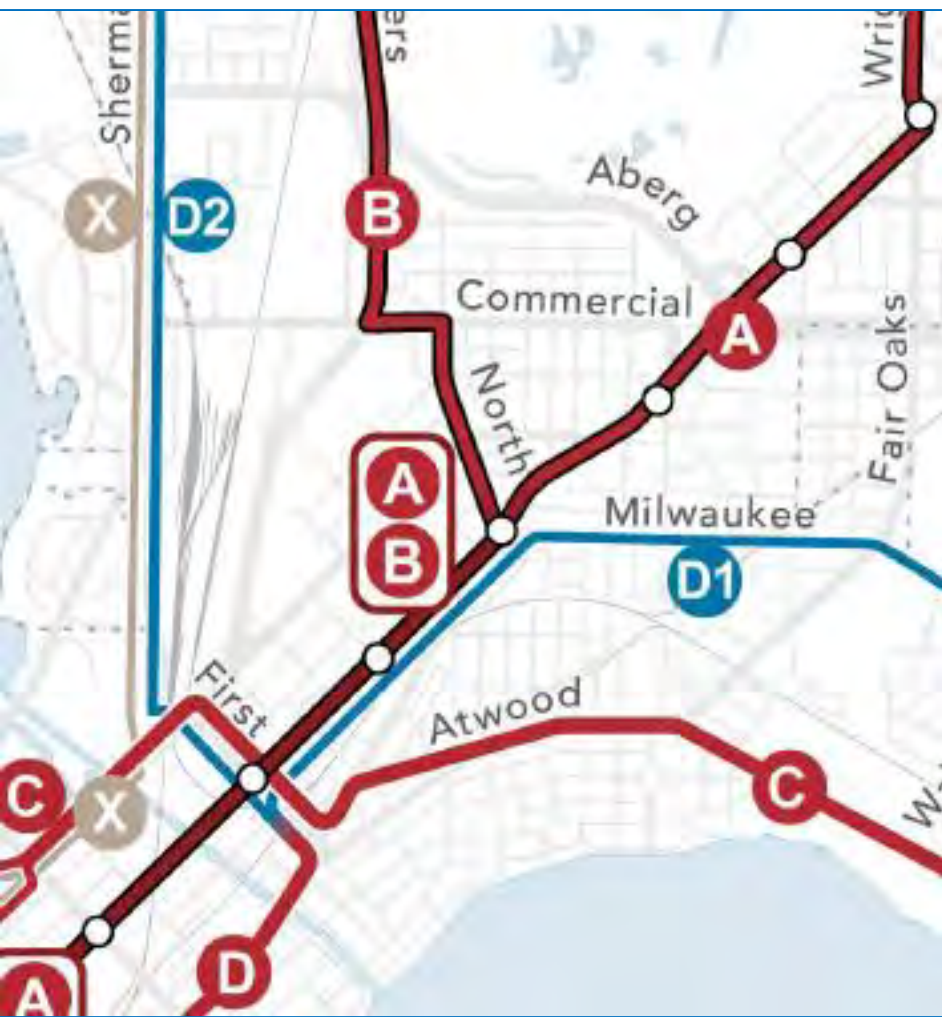
To:



- Cost **savings**: \$240,000
- No crossover at First St
- Some East to North transfers more difficult
- Faster trips into downtown for North side
- Frequent service on portion of Sherman
- Slower trip to downtown from Milwaukee St
- Avoids infrastructure needs and transfers at busy East Washington and First St intersection
- Staff recommends

Amendment 3b

From:



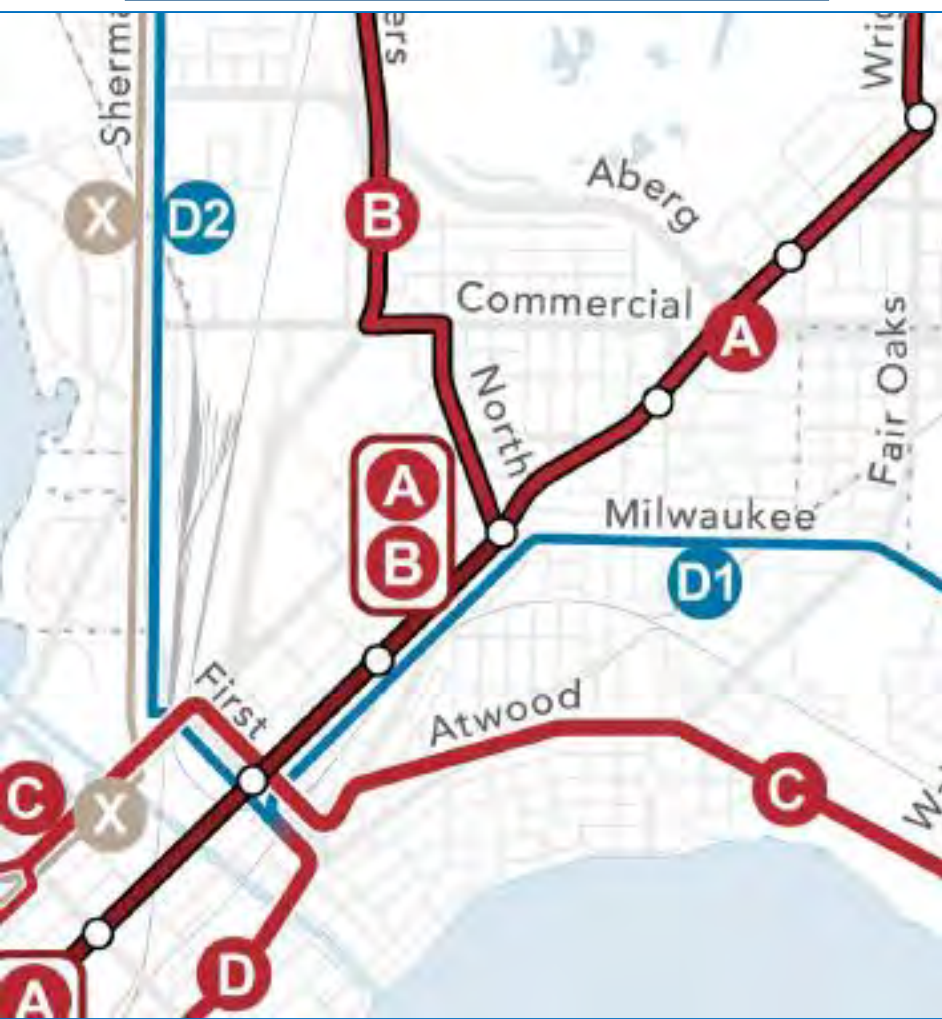
To:



- Cost add: \$80,000
- No crossover at First St
- Some East to North transfers more difficult
- Faster trips into downtown for North side
- Frequent service on portion of Sherman
- Slower trip to downtown from Milwaukee St
- Service to Aberg Ave
- Avoids infrastructure needs and transfers at busy East Washington and First St intersection
- Staff does not recommend

Amendment 3c

From:



To:



- Cost **savings**: \$360,000
- No crossover at First St
- Some East to North transfers more difficult
- Faster trips into downtown for North side
- Faster trips into downtown from Milwaukee St
- Less capacity on Sherman
- Avoids infrastructure needs and transfers at busy East Washington and First St intersection
- Staff does not recommend

Key Take-Aways

- Bus routes will be designed to be longer, straighter, and more frequent.
- Transfer points will be eliminated, eliminating unnecessary delays and indirection.
- The system overall will be far simpler, more logical, and easier to use.

Next Steps

- Please fill out survey – MyMetroBus.com/Redesign
- Plan with amendments adopted summer 2022
- New network implemented in summer 2023



Transit Network Redesign

Downtown Public Meeting

www.MyMetroBus.com/Redesign

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