



# Transit Network Redesign

**Near West Side Public Meeting**  
**March 22, 2022**

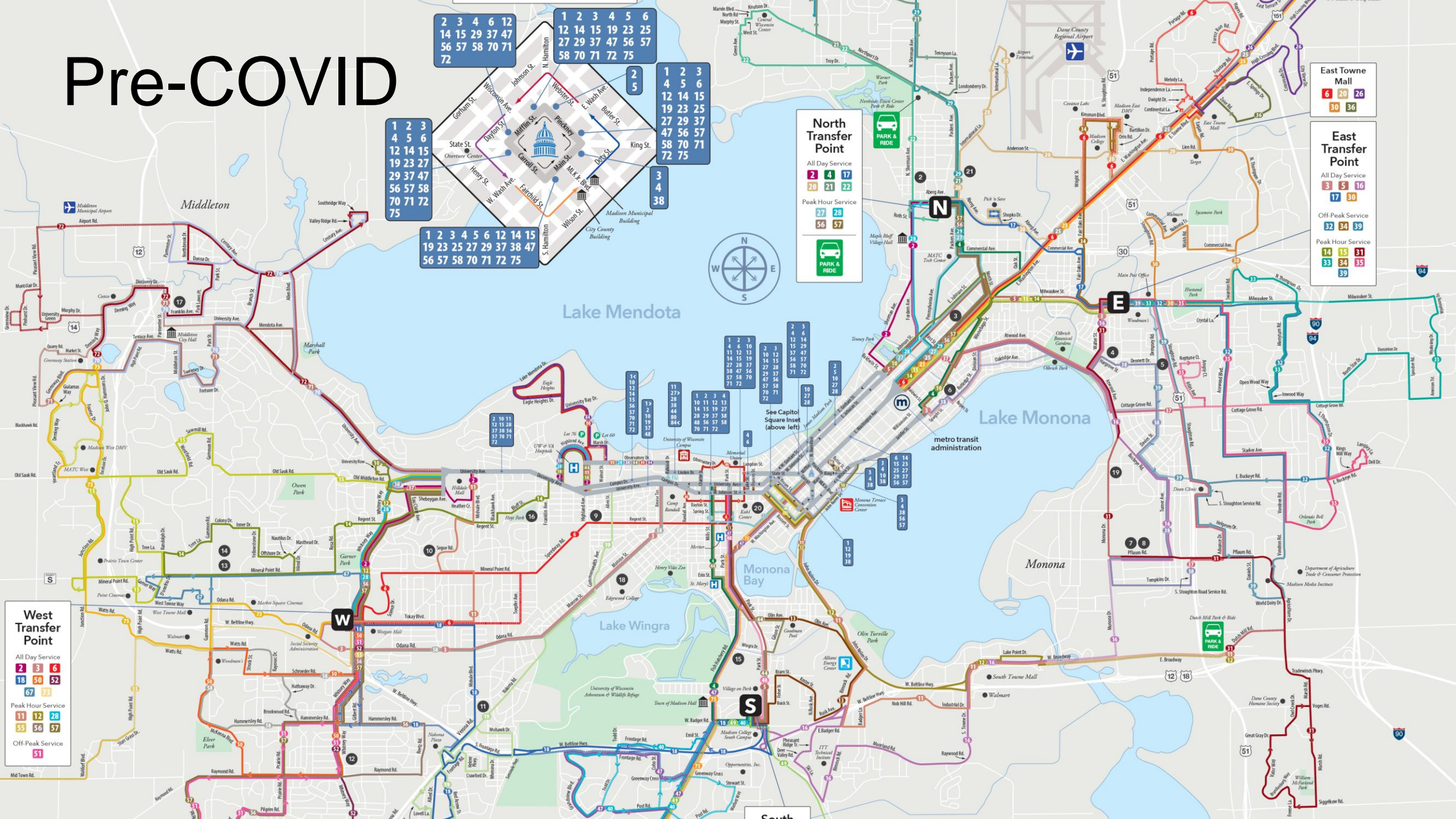
# Transit Network Redesign

- 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](http://www.MyMetroBus.com/Redesign)

# Pre-COVID



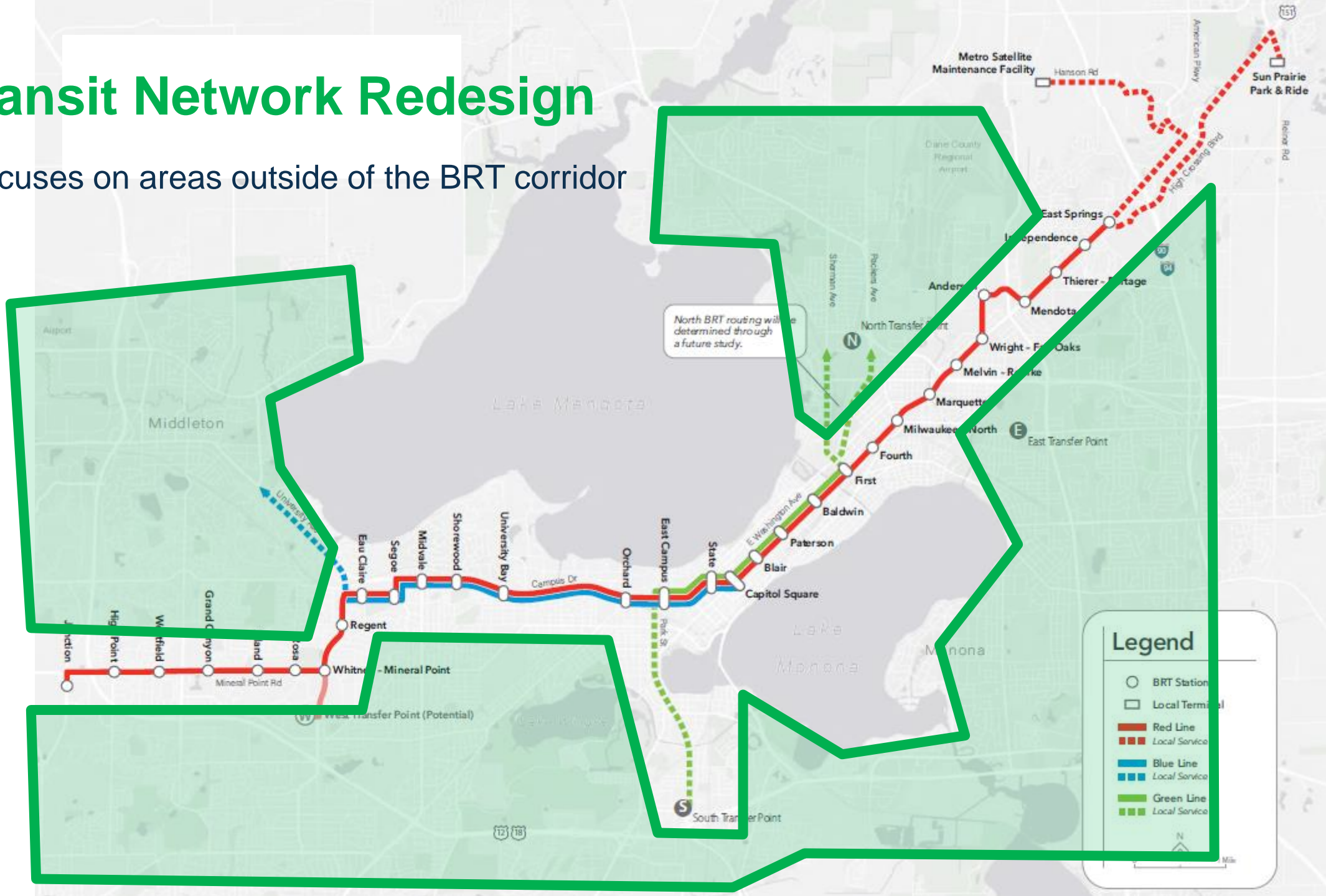
# Why now?

- 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



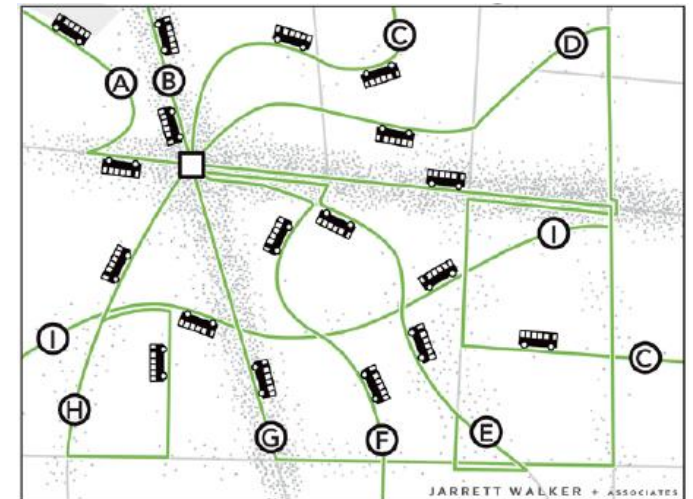
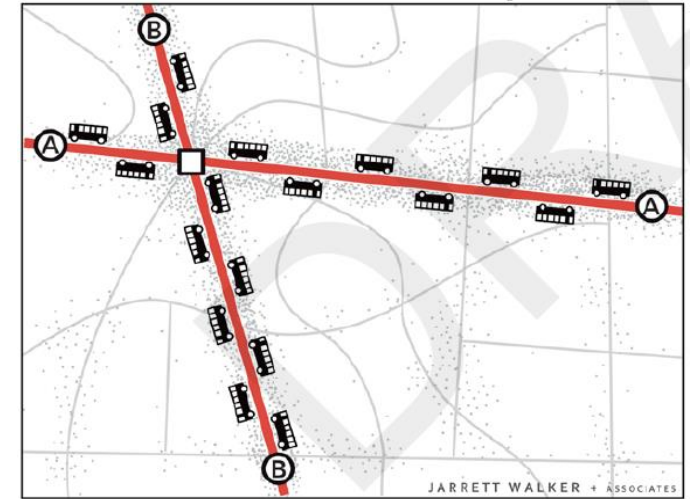
# Transit Network Redesign

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

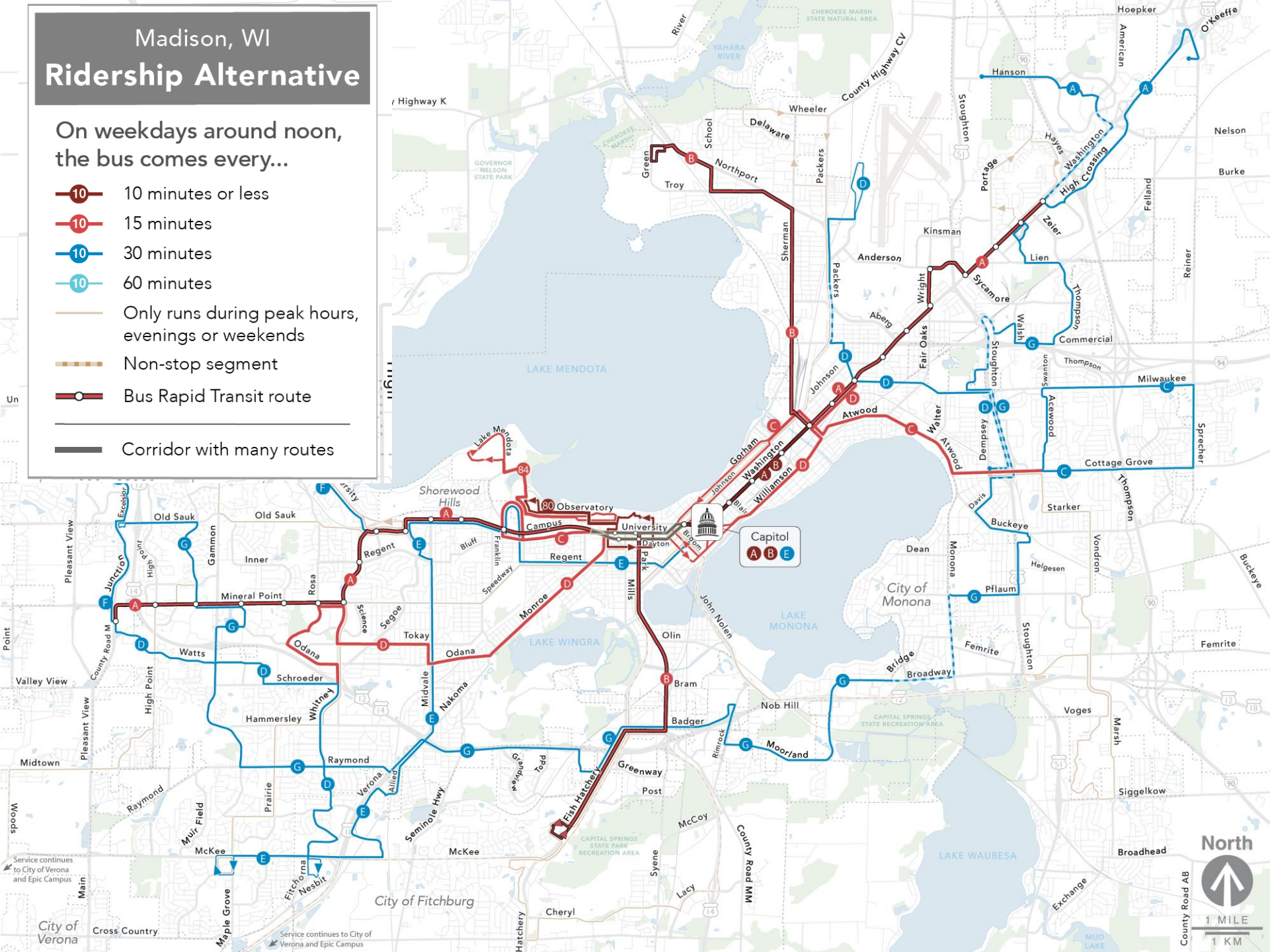
1. Ridership, definitely. Minor corrections only.
2. Ridership, mostly. Some lower frequencies to reach a few more places.
3. Coverage, mostly. Just a little less coverage to so we can get a few higher frequencies.
4. Coverage, definitely. Minor corrections only.

# Ridership Alternative

## Madison, WI Ridership Alternative

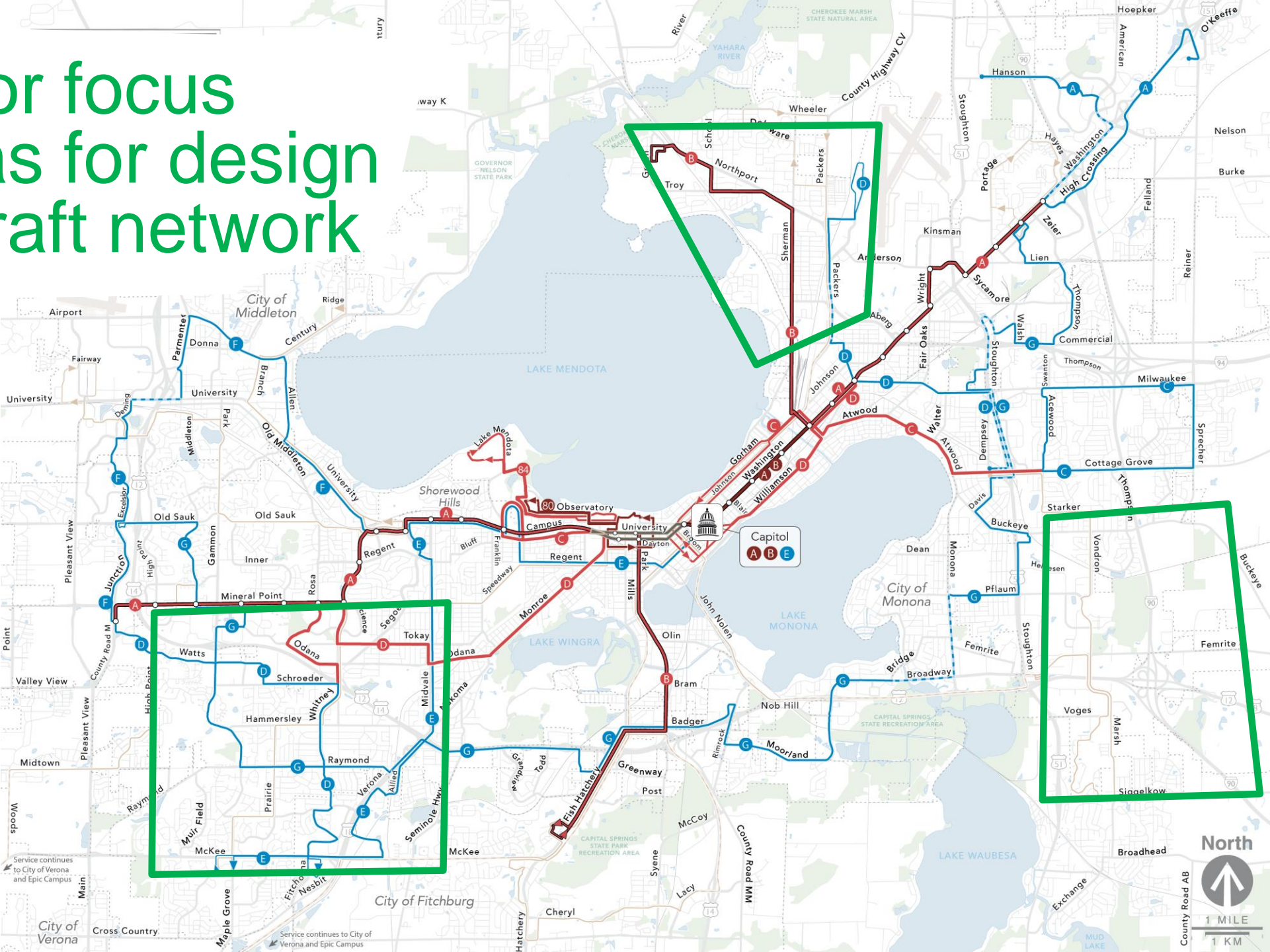
On weekdays around noon,  
the bus comes every...

-  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

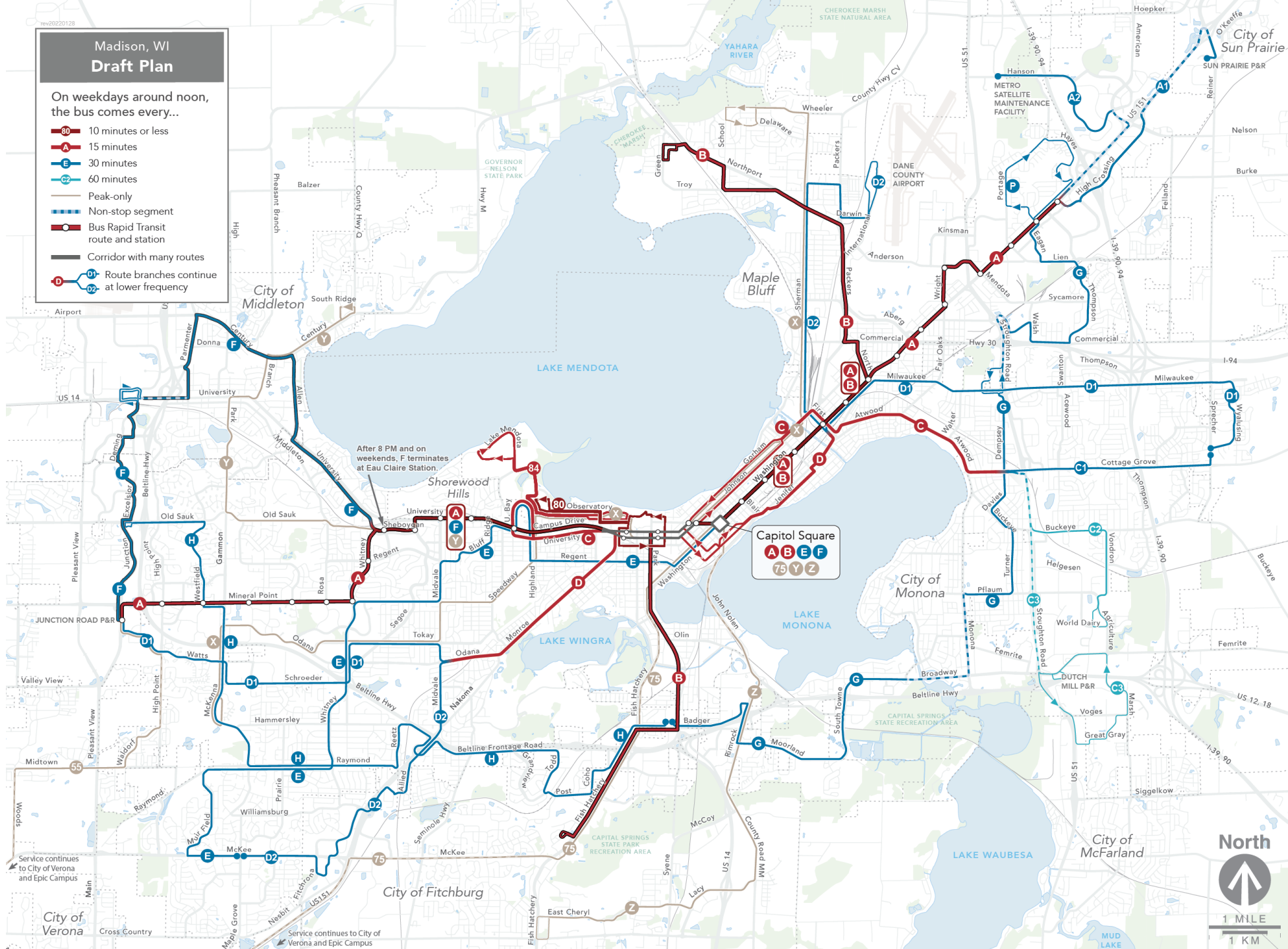


# Draft Plan

Madison, WI  
Draft Plan

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

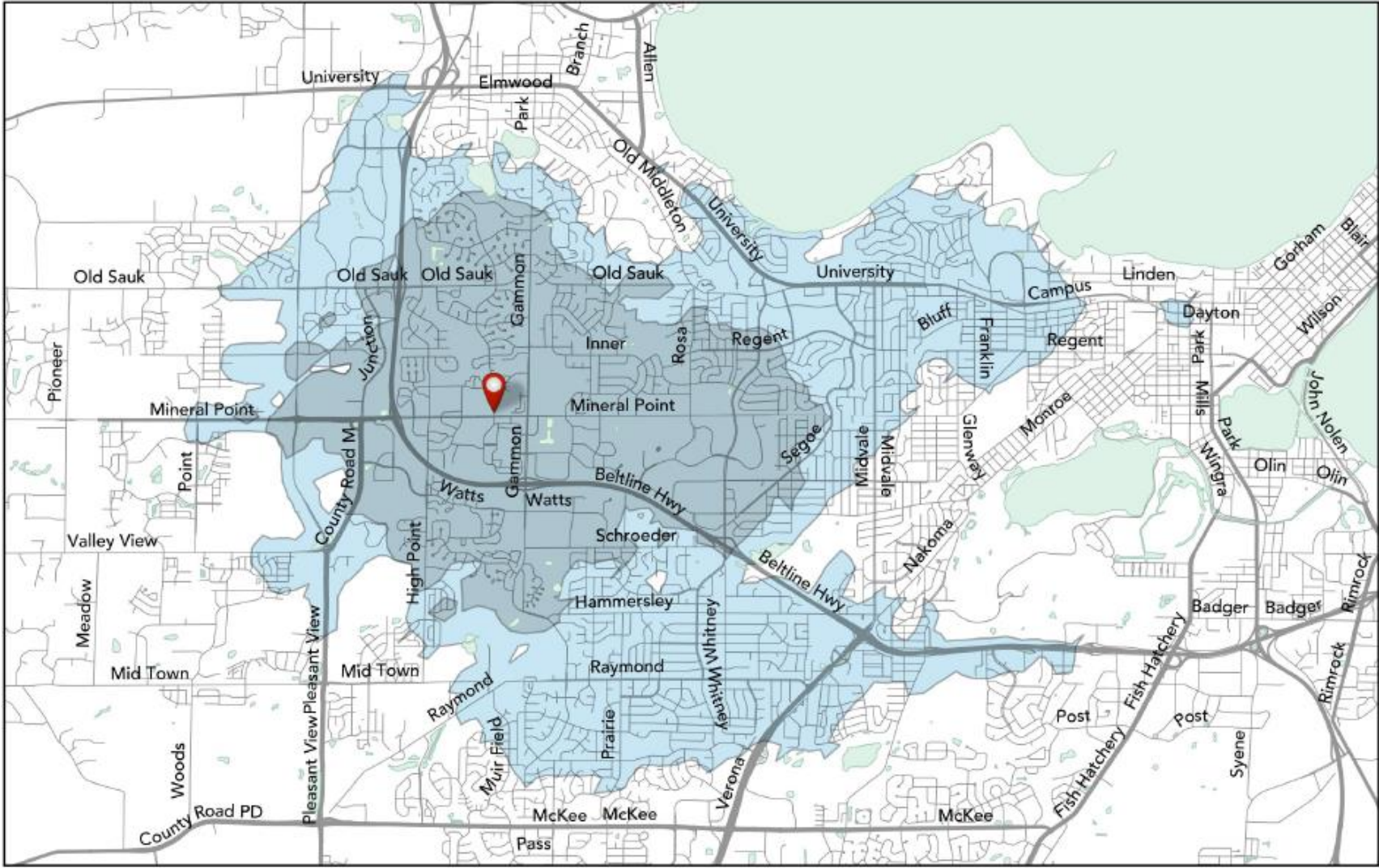
- 10 minutes or less
- 15 minutes
- 30 minutes
- 60 minutes
- Peak-only
- Non-stop segment
- Bus Rapid Transit route and station
- Corridor with many routes
- Route branches continue at lower frequency



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

\* Compared with the Metro Network as of Spring 2020

Mineral Point at Westfield  
on weekdays at noon using:  
**the Draft Plan Network?**

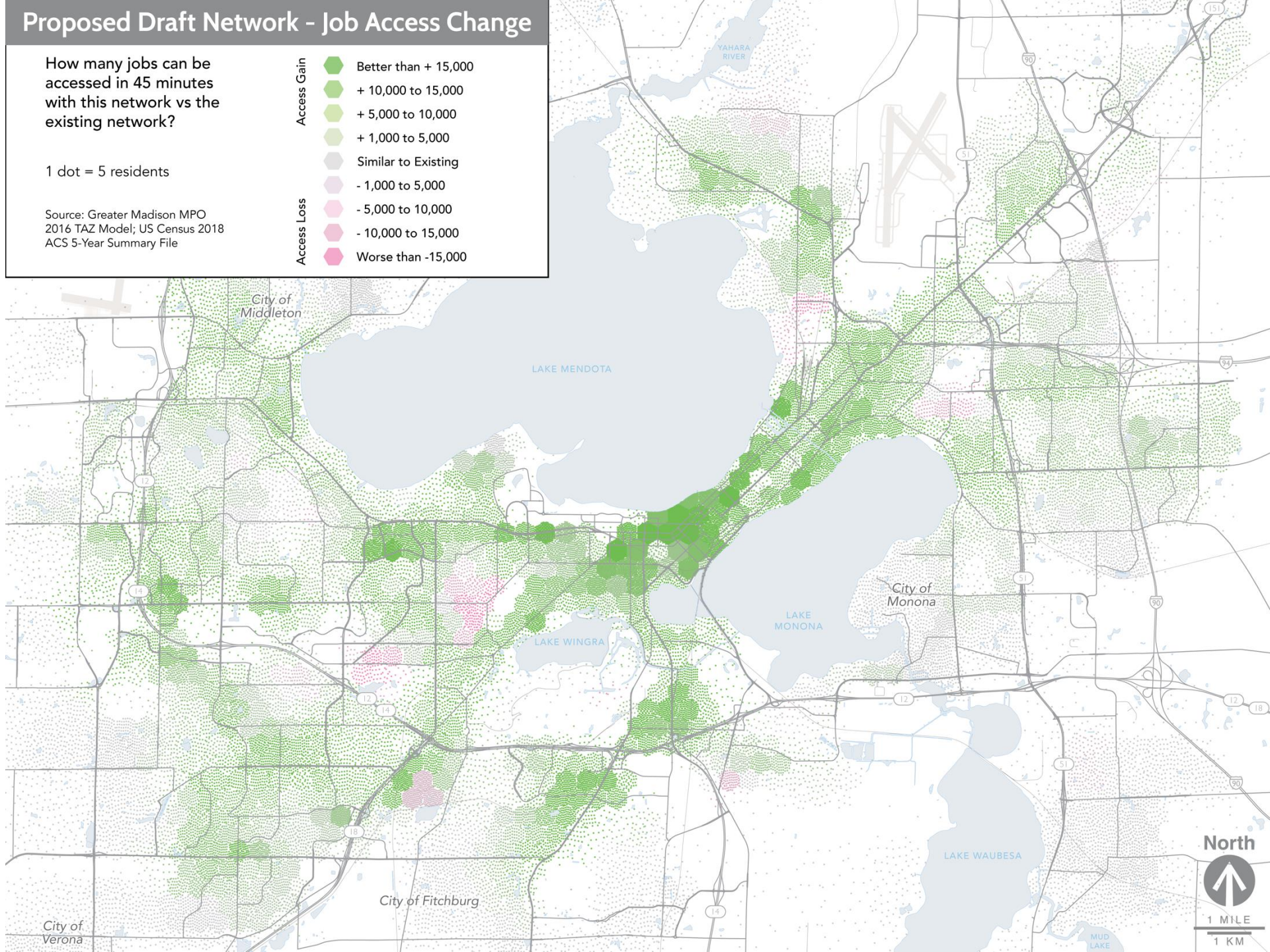


# Proposed Draft Network - Job Access Change

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

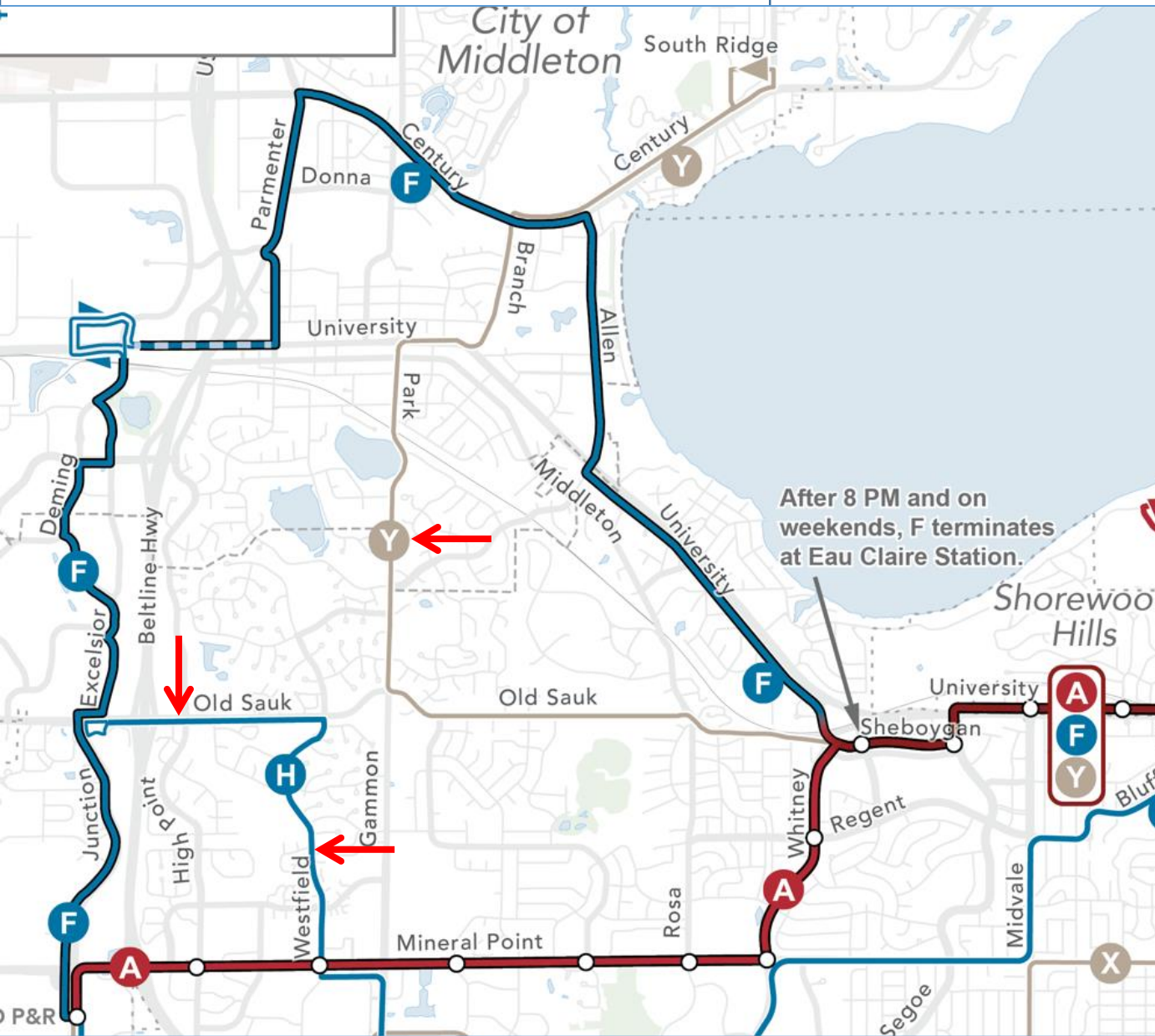
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- Metro will lay out plausible amendments to the draft plan.
- City of Madison Policy Makers will decide which ones to include

# Amendment 6A

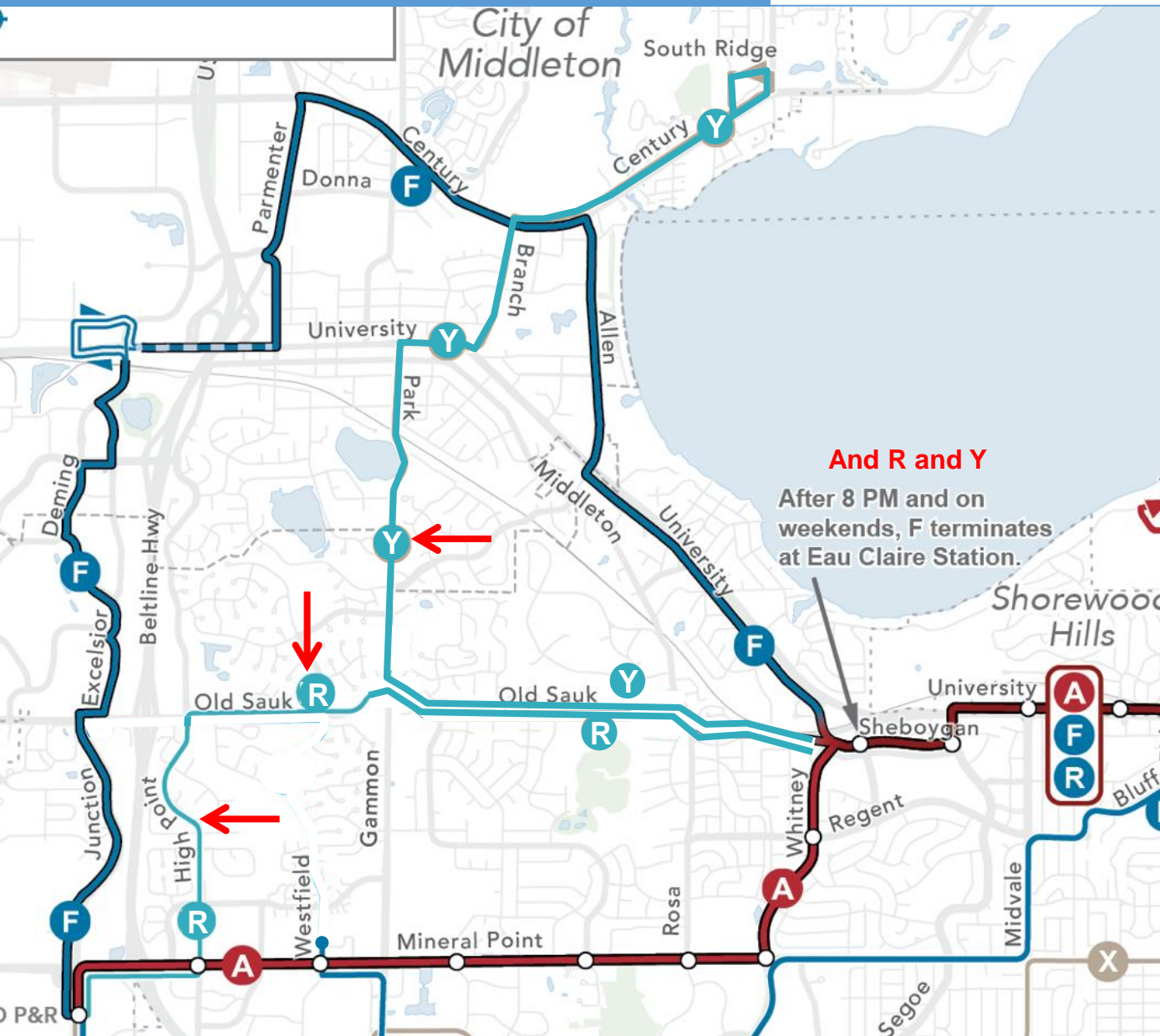
## Route H shortened and replaced with Route R

From:



- Draft plan map shows peak-only service on Old Sauk east of Gammon, and all-day Route H west of Westfield with a connection to BRT at Westfield Station.
- There is a desire for continuous all-day service on Old Sauk that is more direct to downtown Madison.

To:

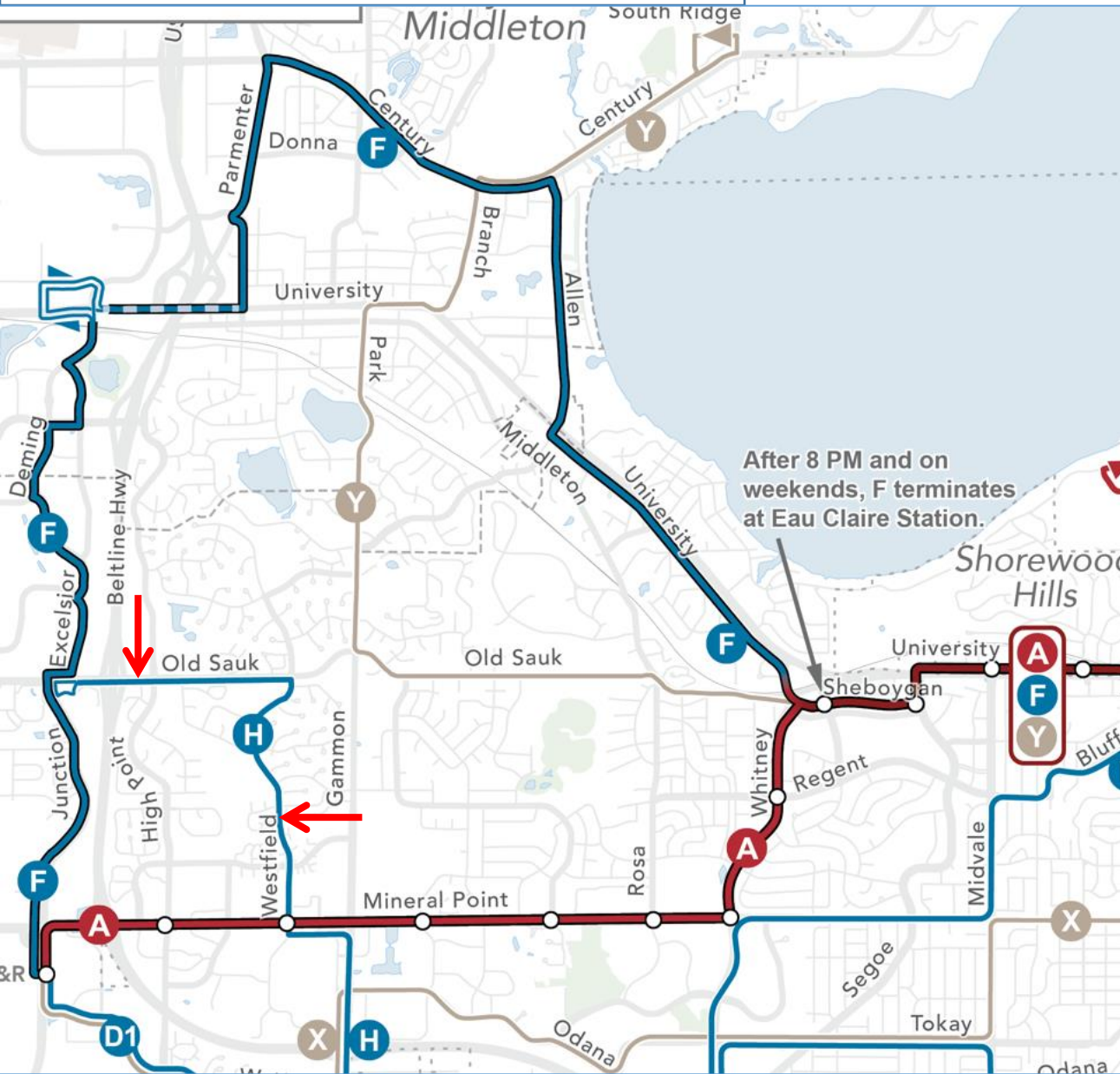


- Route R acts as an extension of the BRT system weekdays during the day. It would use 60-foot BRT buses and continue in to Madison via University Avenue. On evenings and weekends, it may end at Eau Claire Station.
- Route R would run hourly throughout the day.
- Route Y in Middleton would work in a similar way, and these routes may depend on each other for scheduling purposes.

## Amendment 6B

Route H shortened and replaced with Route R, Eau Claire to Westfield Station

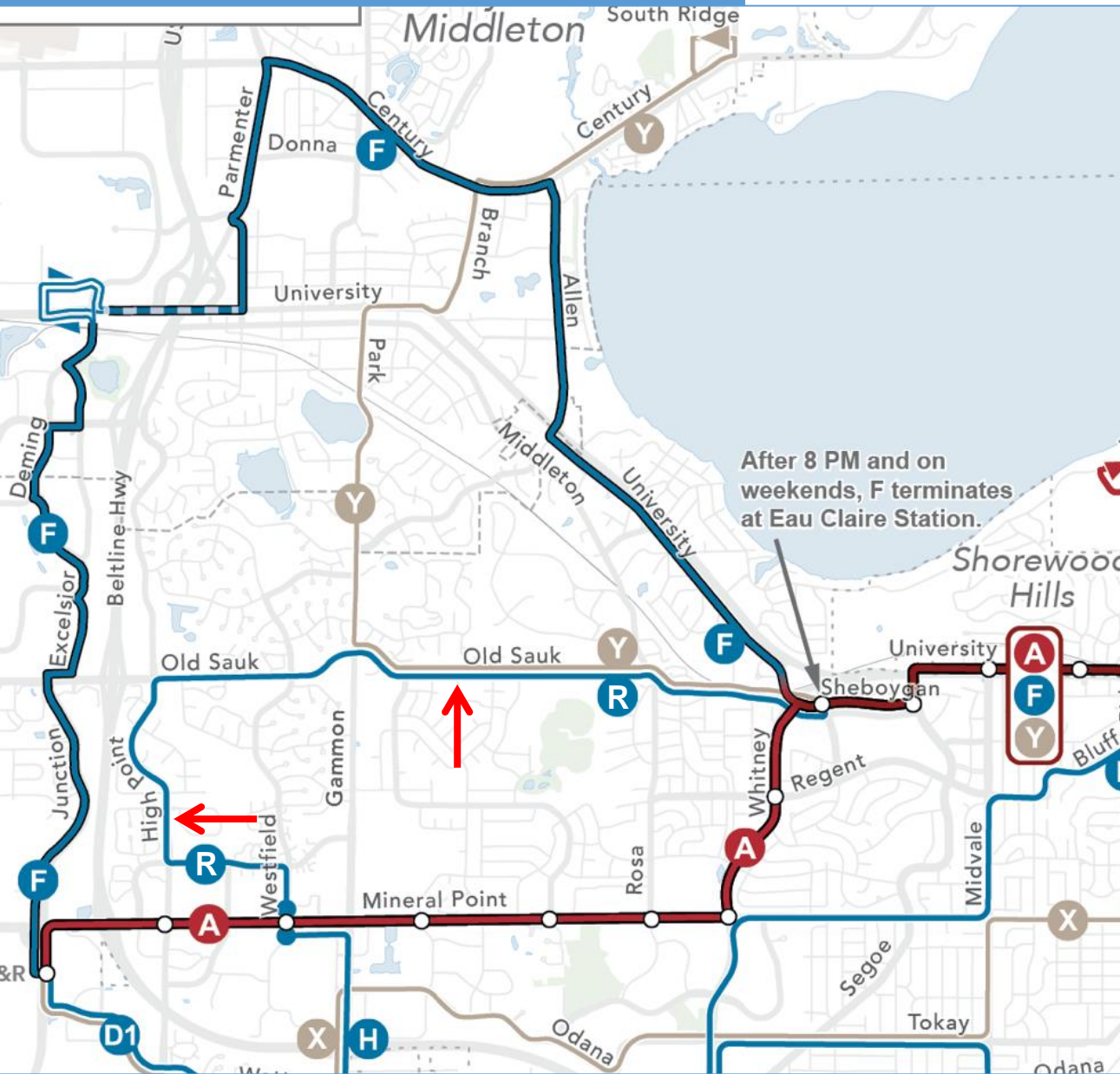
From:



- Draft plan map shows peak-only service on Old Sauk east of Gammon, and all-day Route H west of Westfield with a connection to BRT at Westfield Station.
- There is a desire for continuous all-day service on Old Sauk that is more direct to downtown Madison.



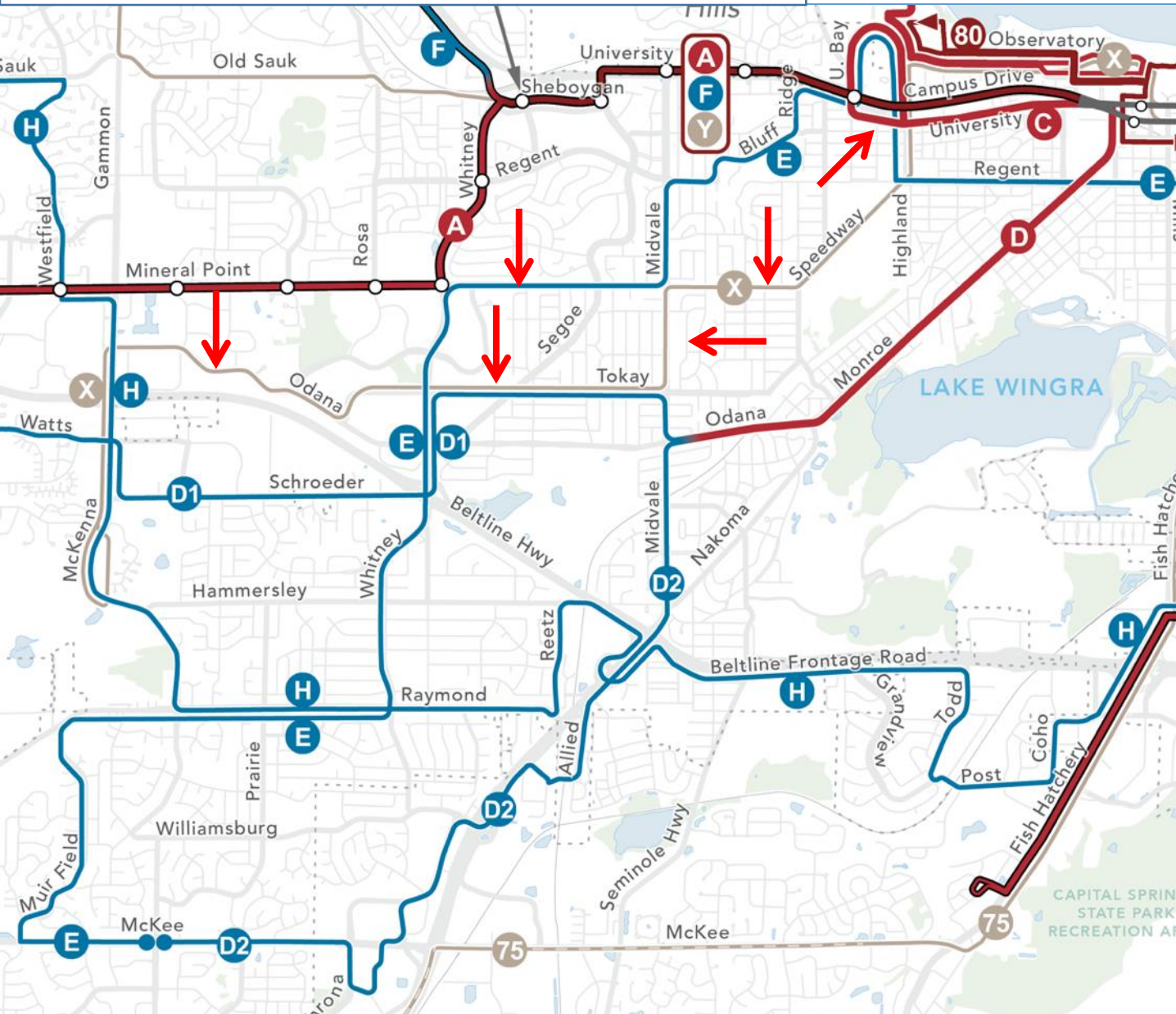
To:



- Route R acts as an extension of Route H, providing service between Westfield Station and Eau Claire Station.
- Route R provides continuous service along Old Sauk every 30 minutes with a connection to frequent BRT service for people continuing to downtown Madison.

# Amendment 5

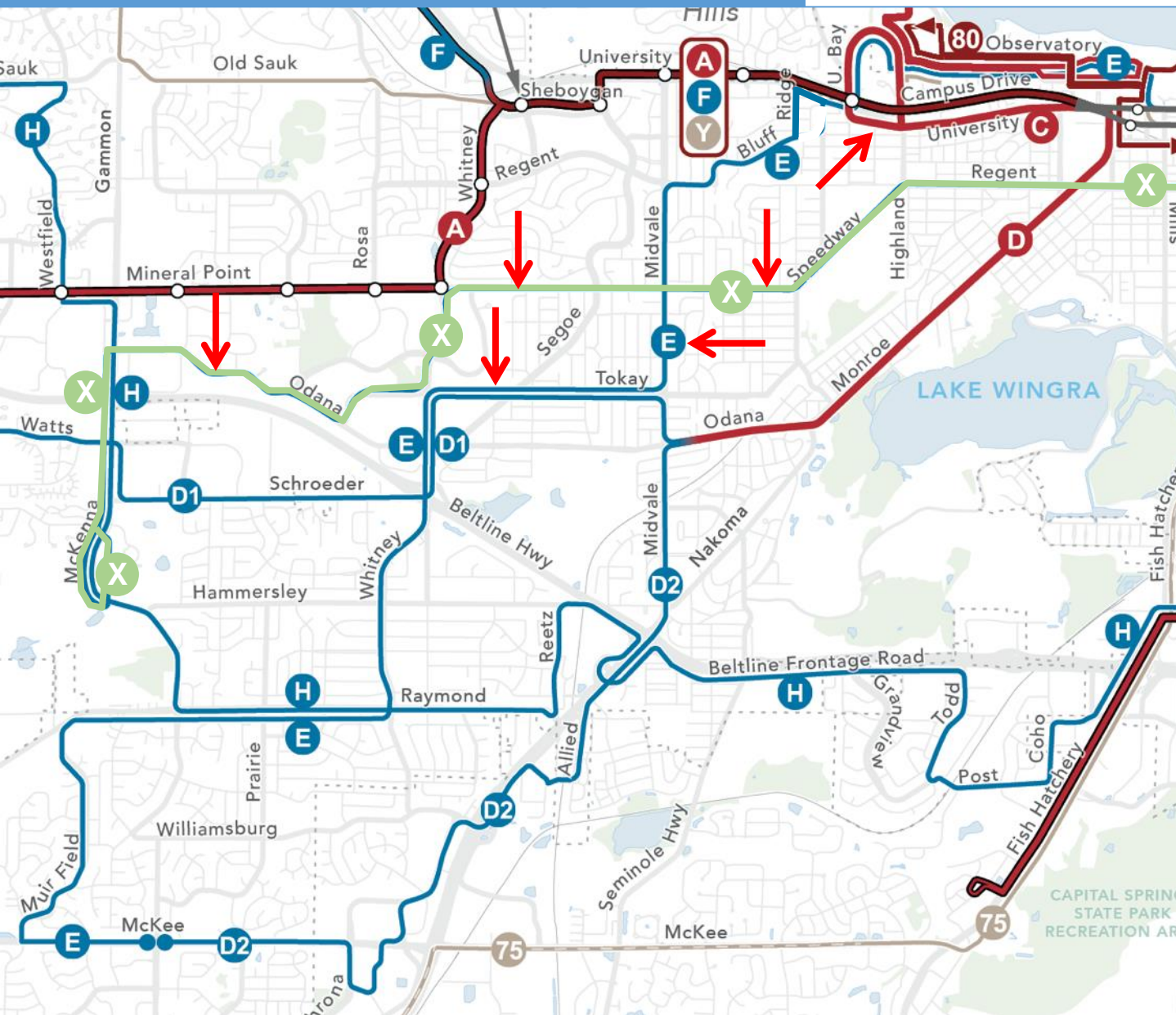
From:



- Draft plan map shows Route X every 30 minutes during peak periods only.
- There is a desire for all-day service on Mineral Point east of Midvale, and on Odana west of Whitney Way.

# Amendment 5

To:

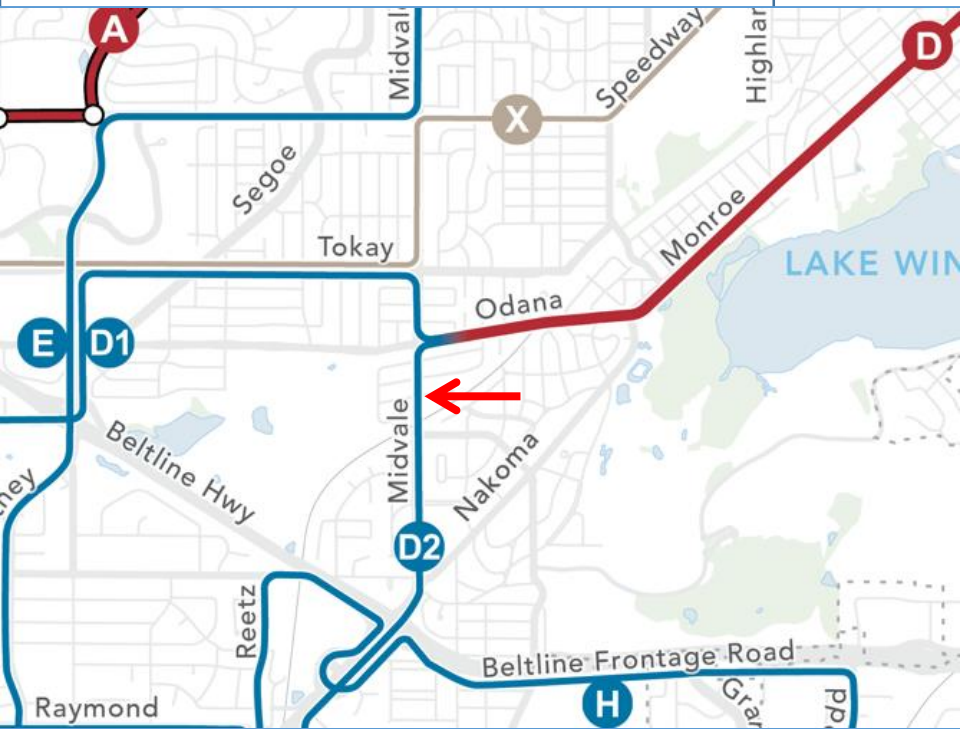


- Amendment 5 converts Route X west of the Capitol Square to all-day with hourly service outside of peak periods.
- Because Route X is now an all-day route, some alignment changes would be included that affect Route E.
- These routes would provide consistent all-day service to Mineral Point Road east of Midvale.
- Refinement of this amendment may make further adjustments to which areas are served by Routes E and X.

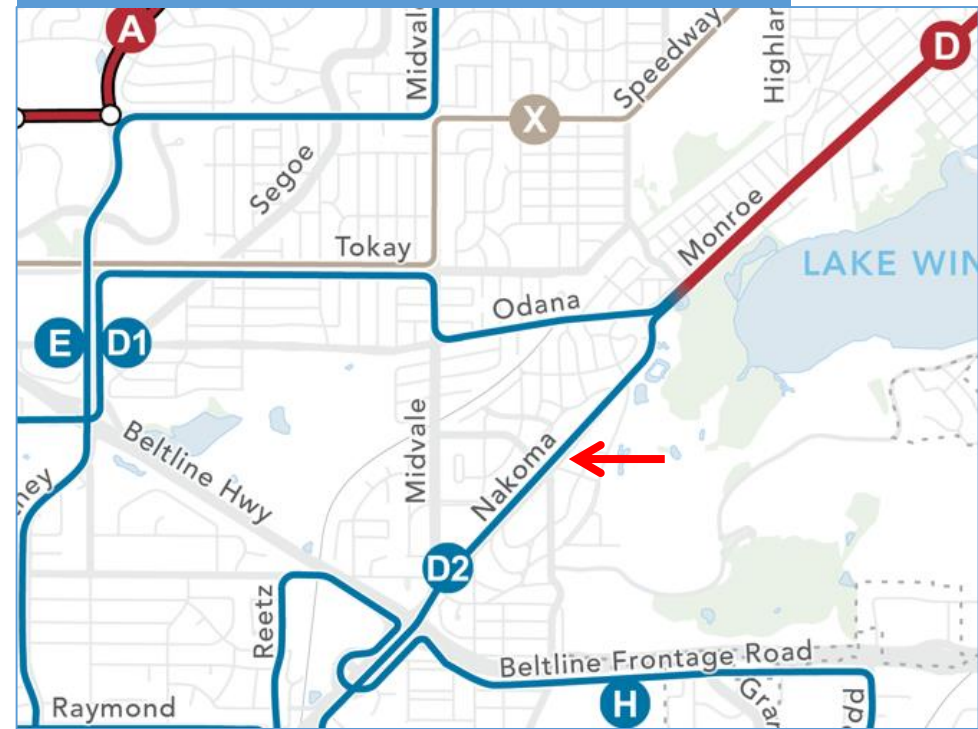
## Amendment 7

Route D2 shifted from Midvale to Nakoma

From:



To:



- Service would be closer to people living near Nakoma or Seminole Highway, but farther for people on Midvale.
- 15-minute service would be lost on Odana east of Midvale.

# Next Steps

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- Please fill out survey – [MyMetroBus.com/Redesign](https://MyMetroBus.com/Redesign)
- Plan with amendments adopted summer 2022
- New network implemented in summer 2023



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**[MetroRedesign@cityofmadison.com](mailto:MetroRedesign@cityofmadison.com)**