



Transit Network Redesign

Isthmus Public Meeting
April 4, 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

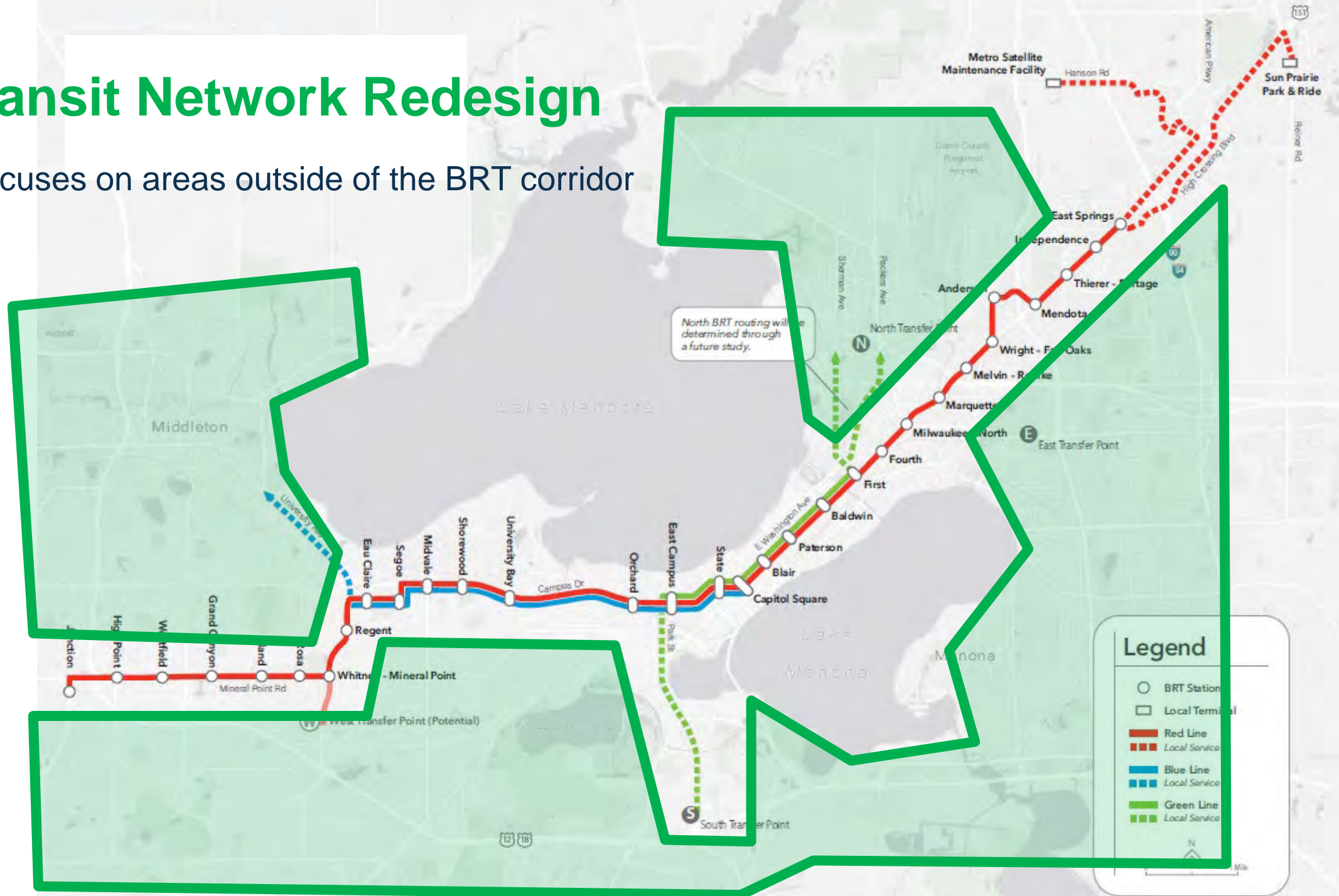
Why now?

- 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



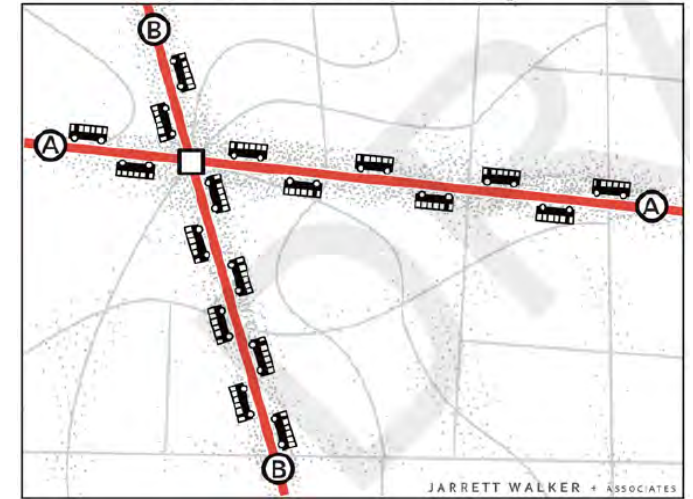
Transit Network Redesign

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

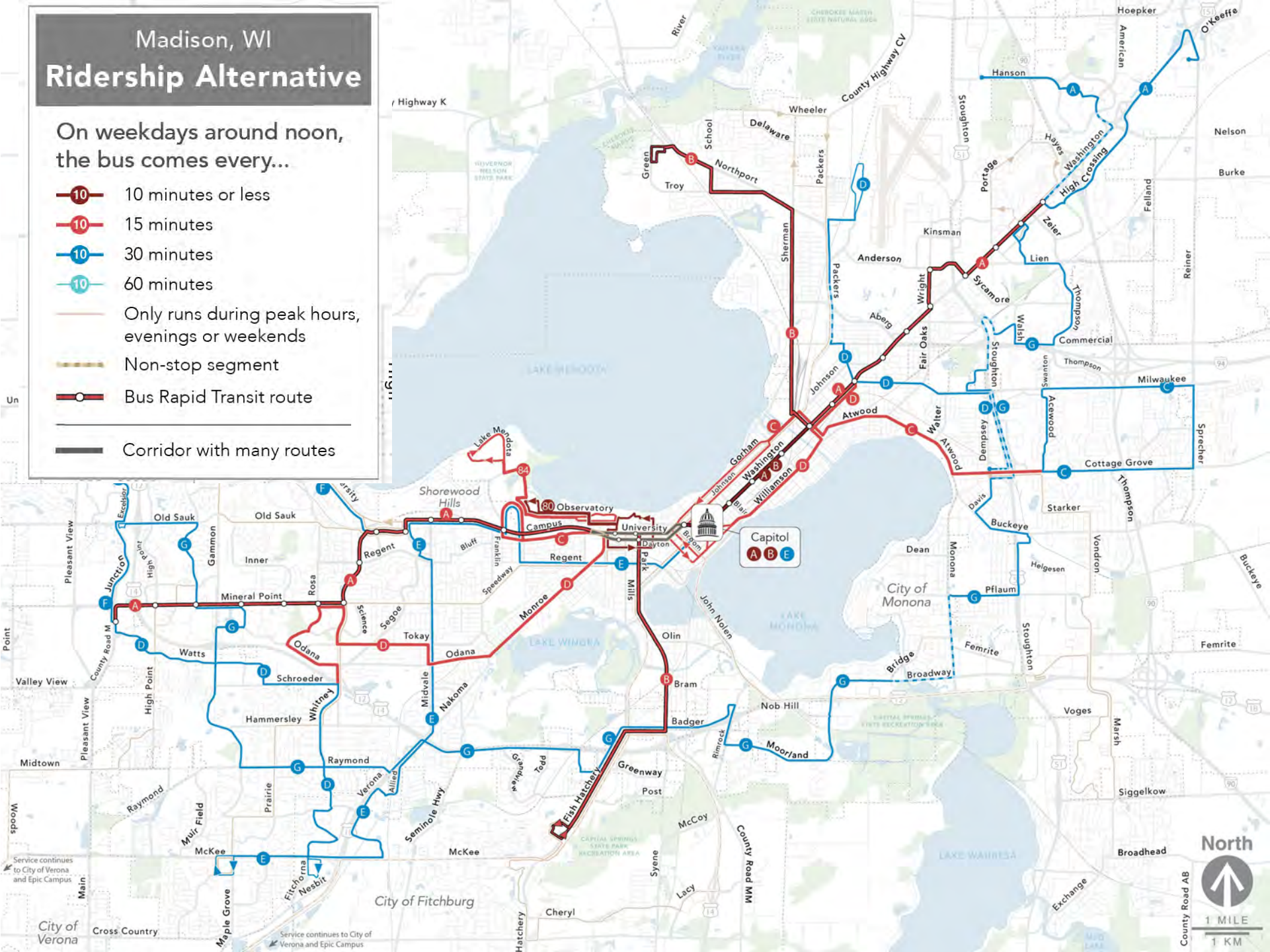
1. Ridership, definitely. Minor corrections only.
2. Ridership, mostly. Some lower frequencies to reach a few more places.
3. Coverage, mostly. Just a little less coverage to so we can get a few higher frequencies.
4. Coverage, definitely. Minor corrections only.

Ridership Alternative

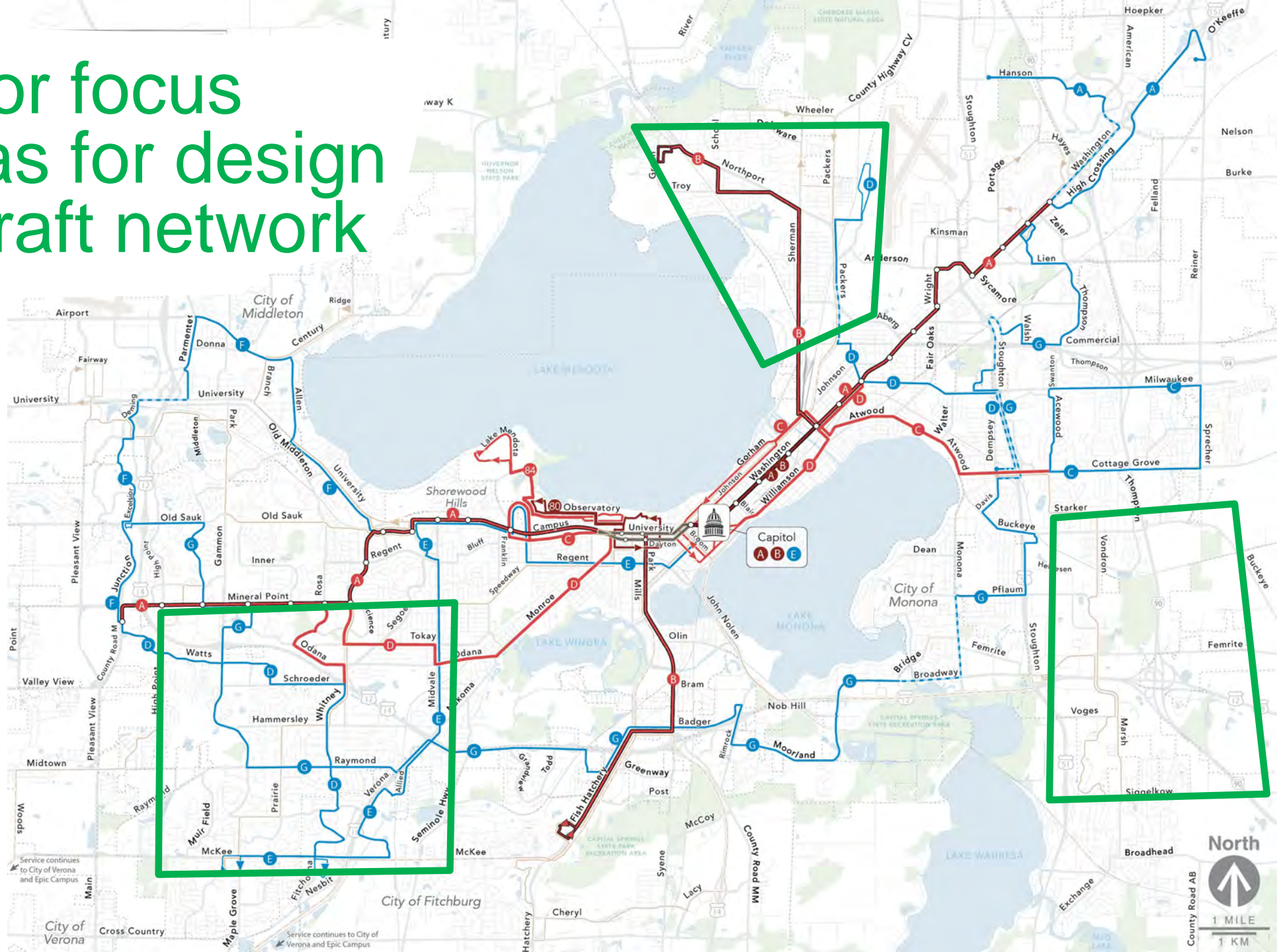
Madison, WI Ridership Alternative

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

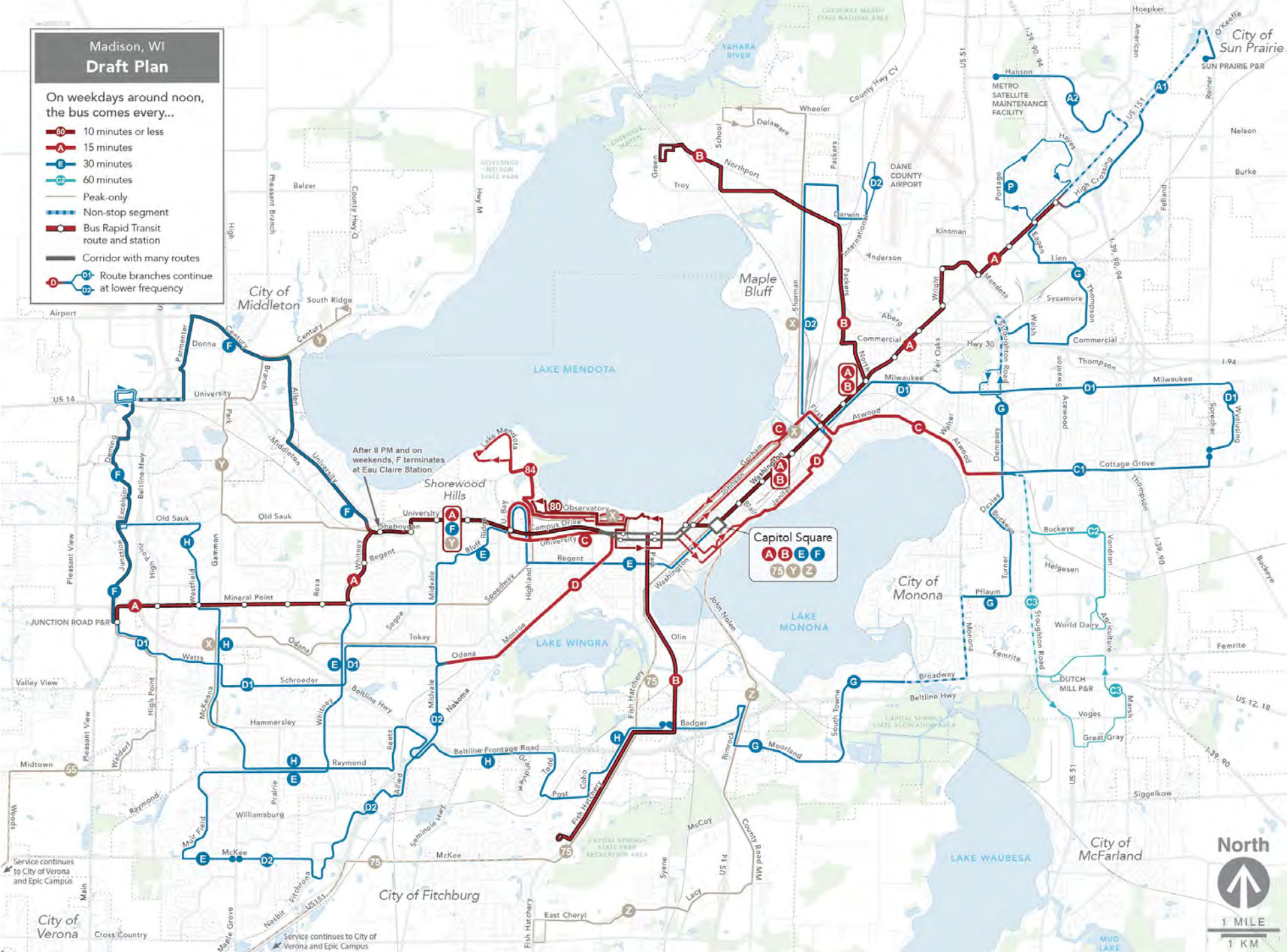
-  10 minutes or less
-  15 minutes
-  30 minutes
-  60 minutes
-  Only runs during peak hours, evenings or weekends
-  Non-stop segment
-  Bus Rapid Transit route
-  Corridor with many routes



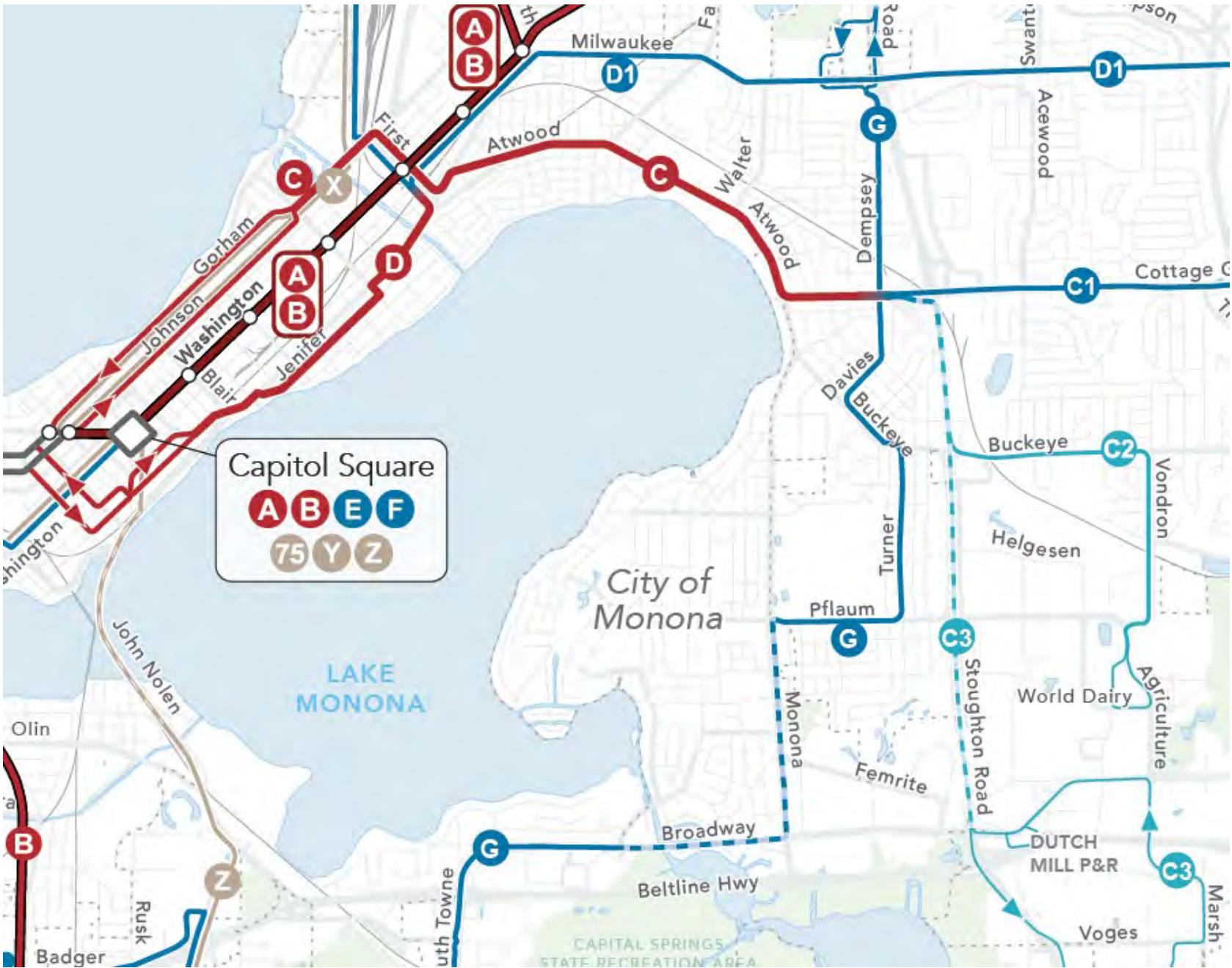
Major focus areas for design of draft network



Draft Plan



Draft Plan



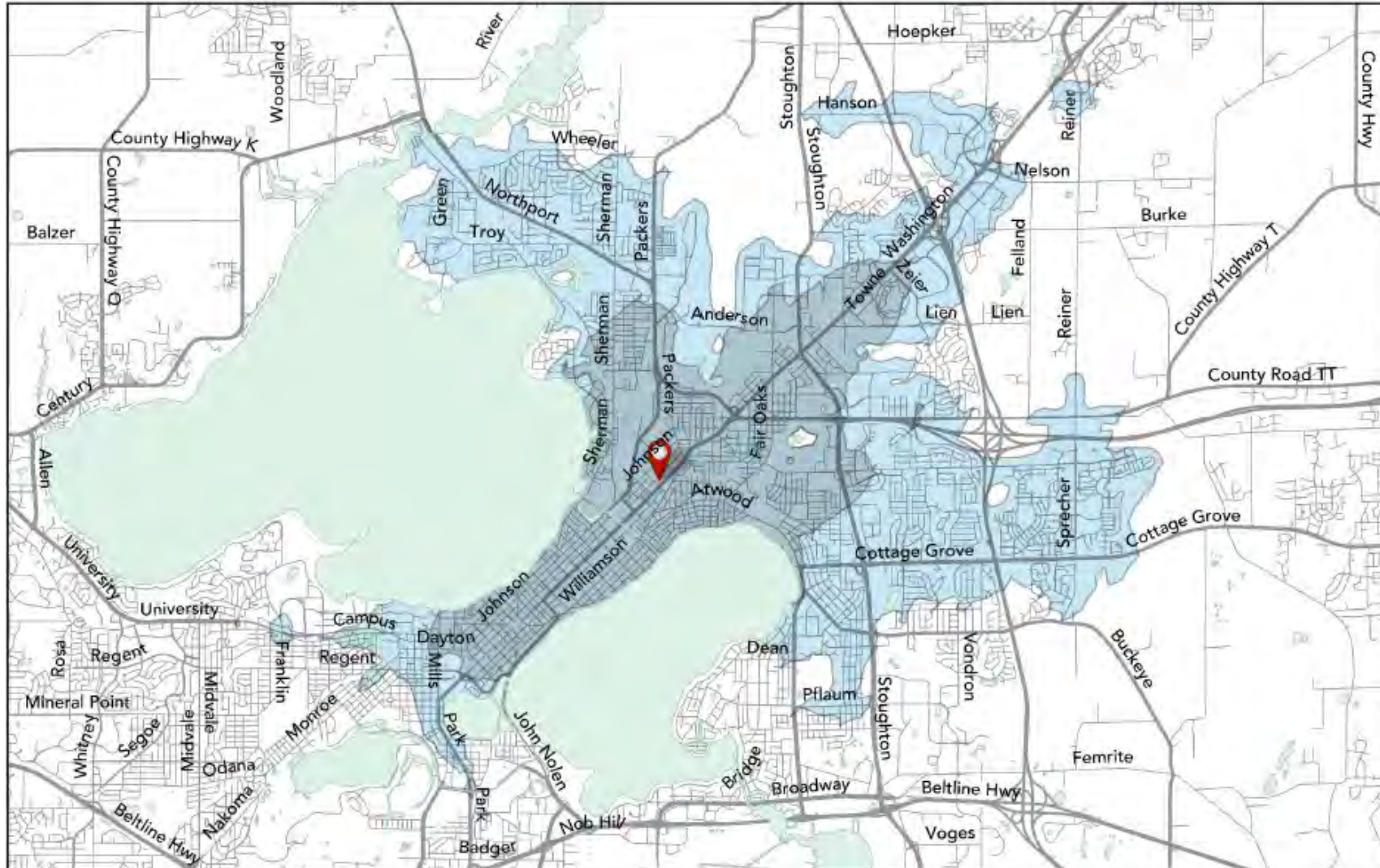
How far can I travel in **45 minutes** from

* Compared with the Metro Network as of Spring 2020

East High School

on weekdays at noon using:

the Draft Plan Network?

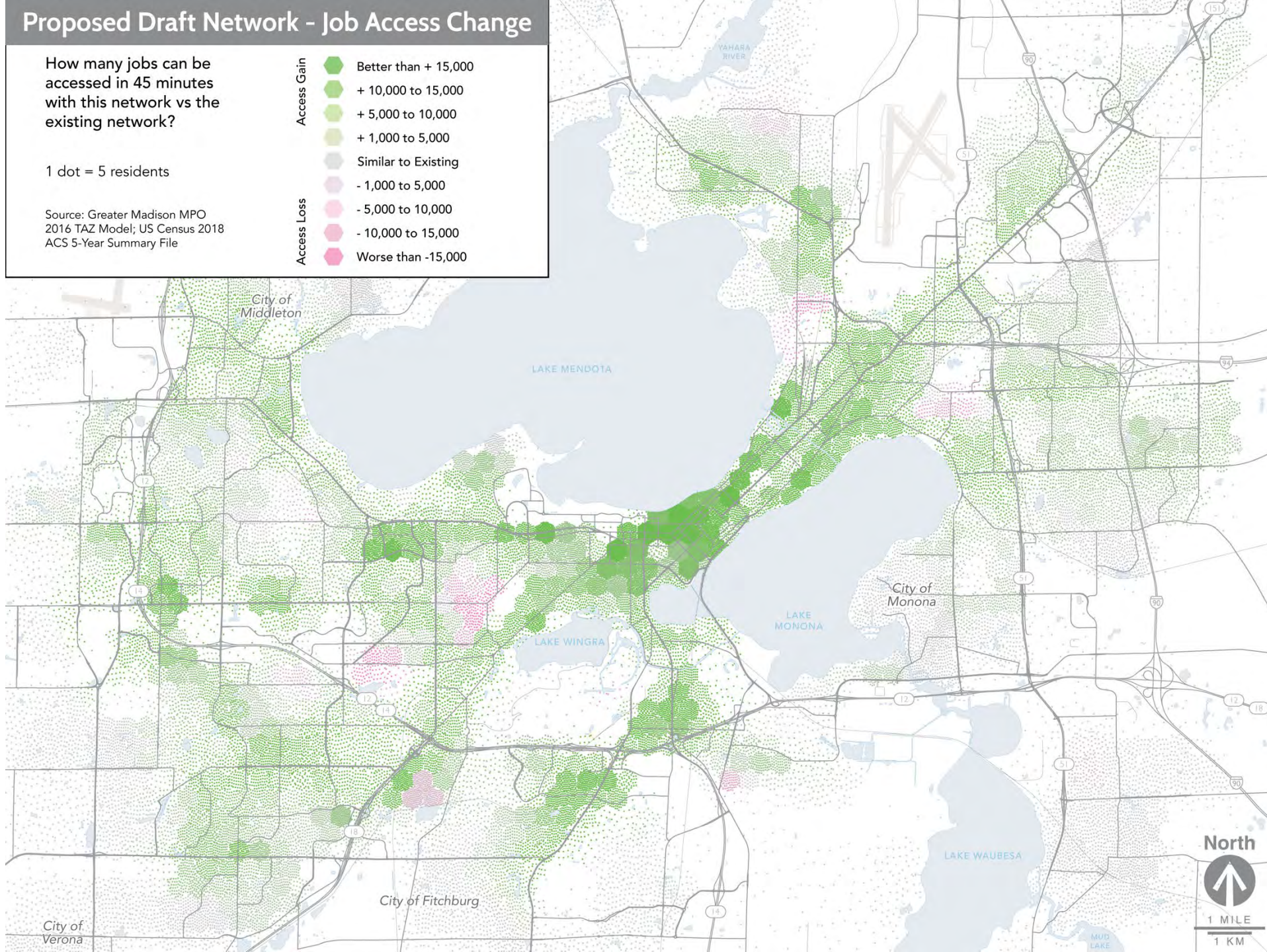


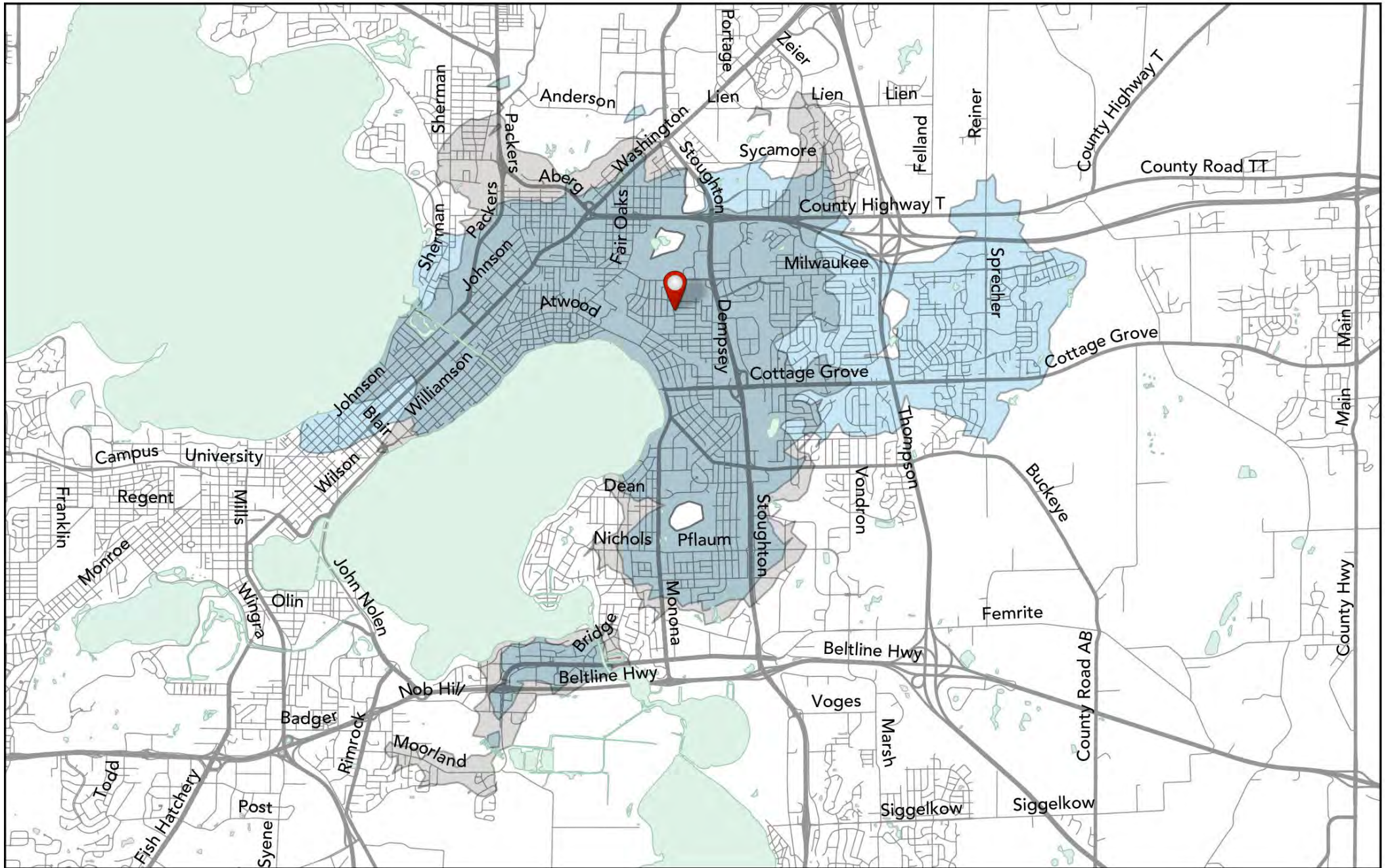
Proposed Draft Network - Job Access Change

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



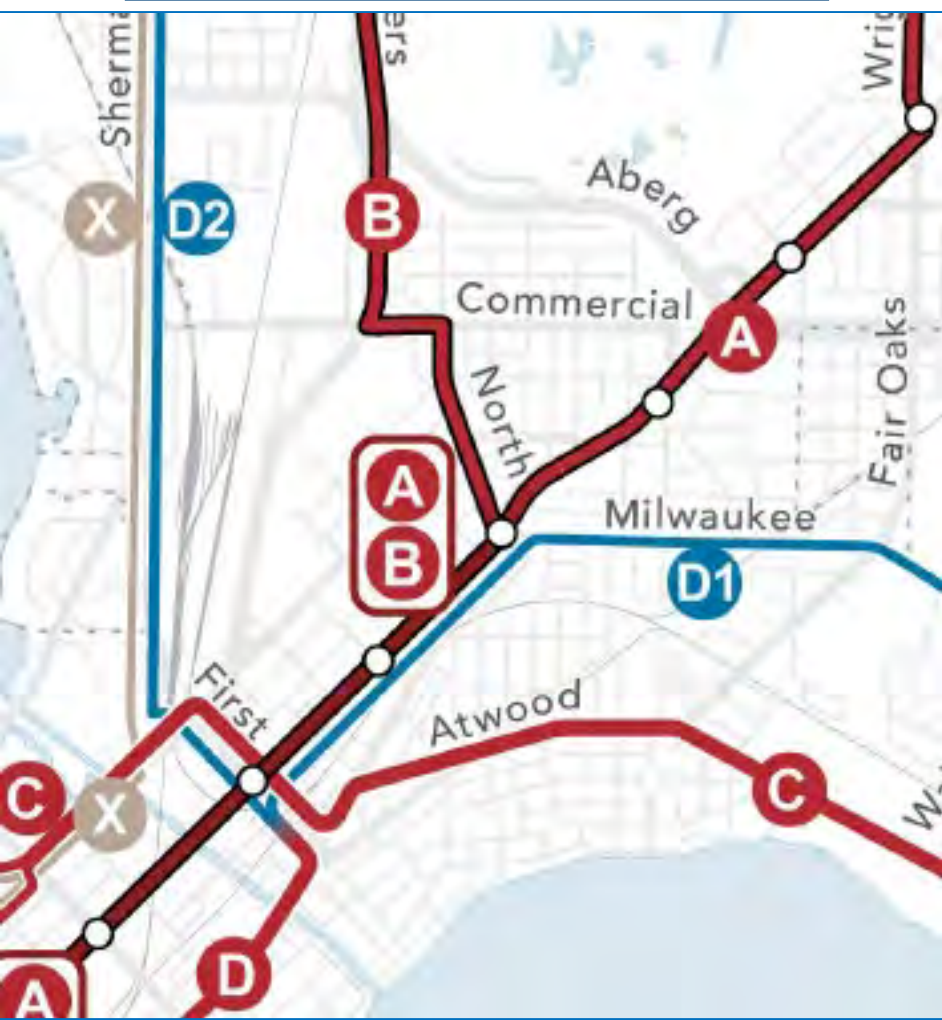


Amendment Process

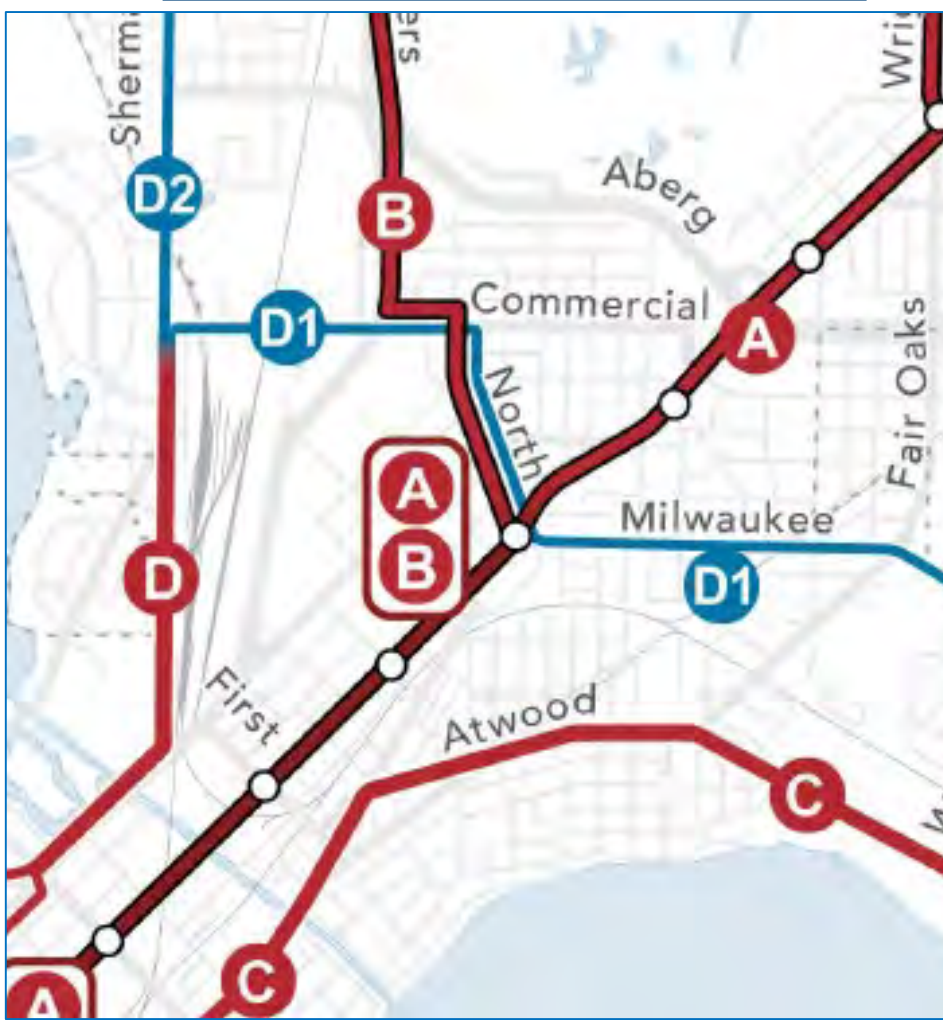
- Metro will lay out plausible amendments to the draft plan.
- City of Madison Policy Makers will decide which ones to include

Amendment 3a

From:



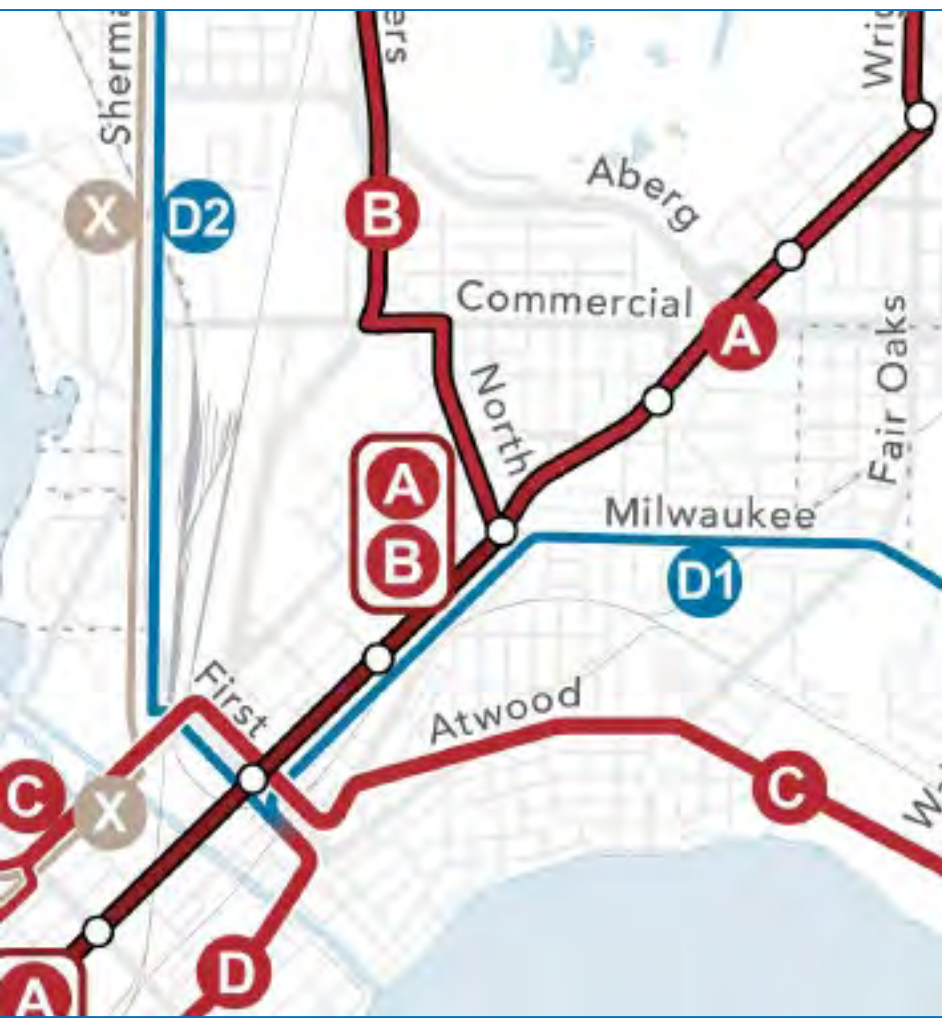
To:



- 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:



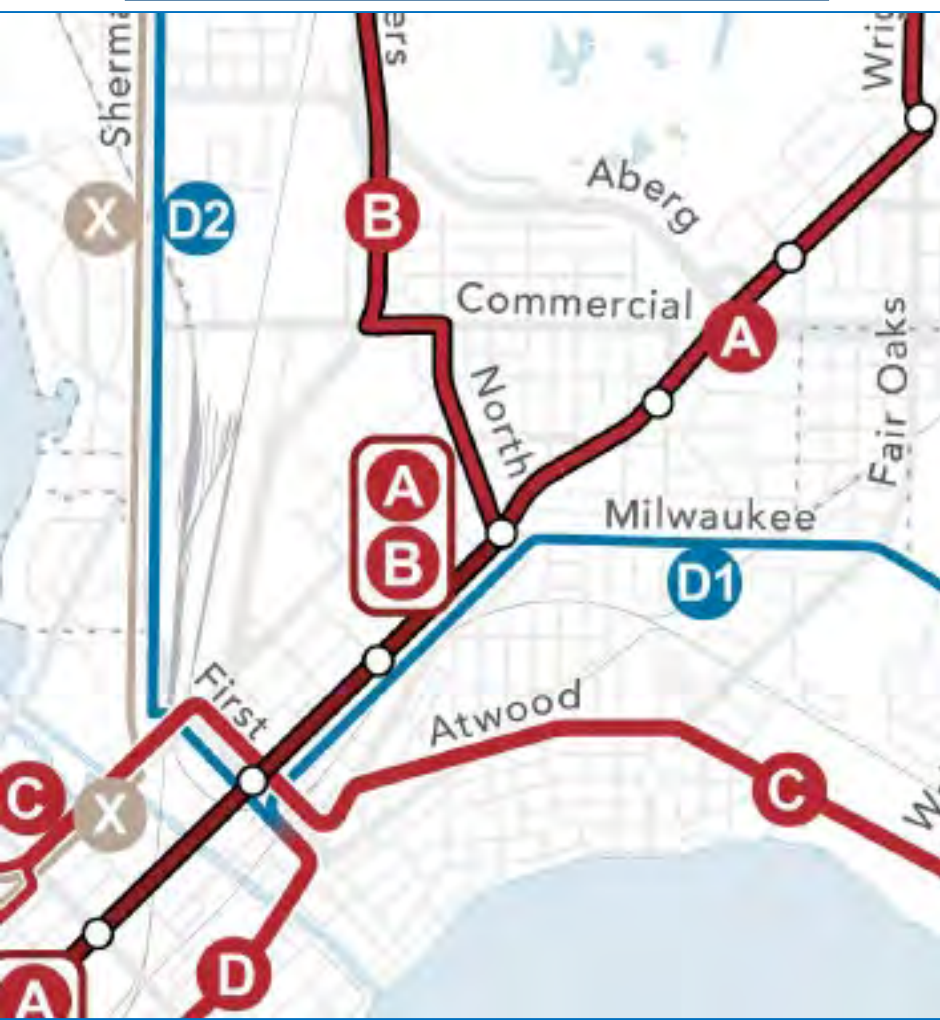
To:



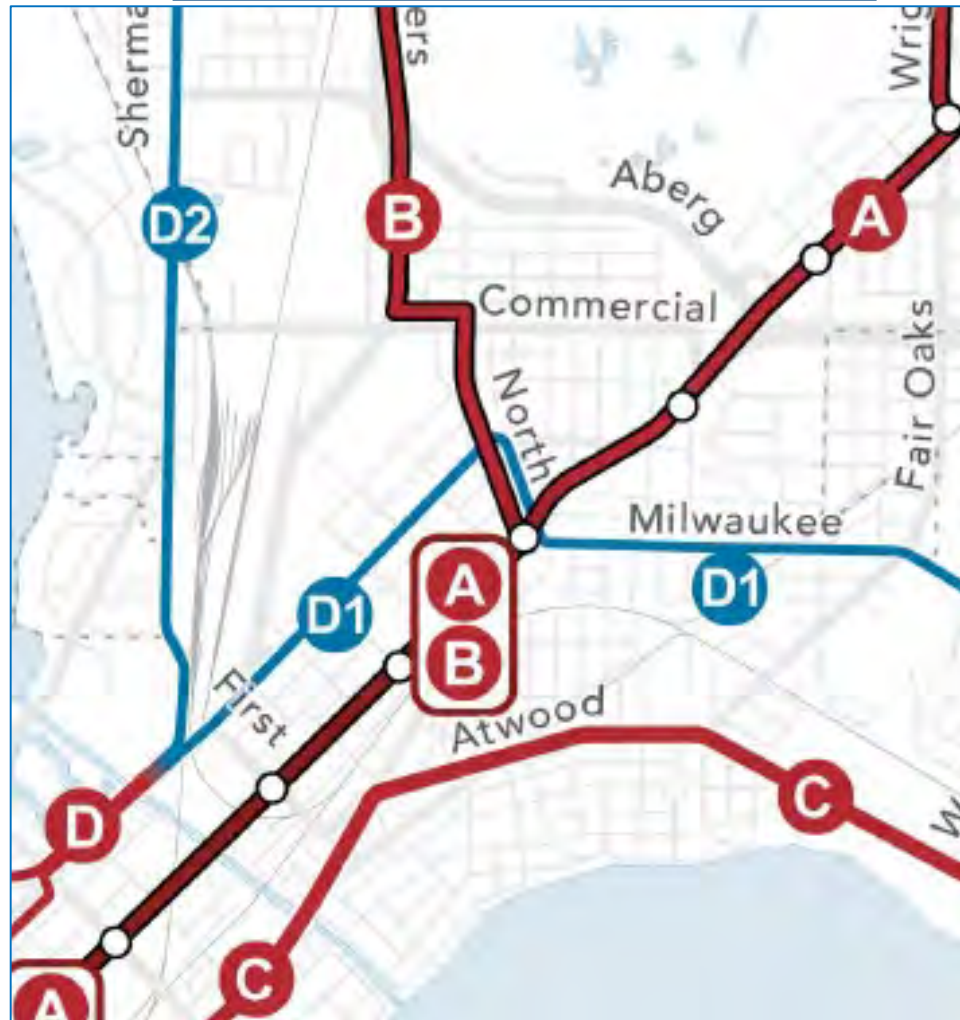
- Cost add: \$80,000
- No crossover at First St
- Some East to North transfers more difficult
- Faster trips into downtown for North side
- Frequent service on portion of Sherman
- Slower trip to downtown from Milwaukee St
- Service to Aberg Ave
- Avoids infrastructure needs and transfers at busy East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

Amendment 3c

From:



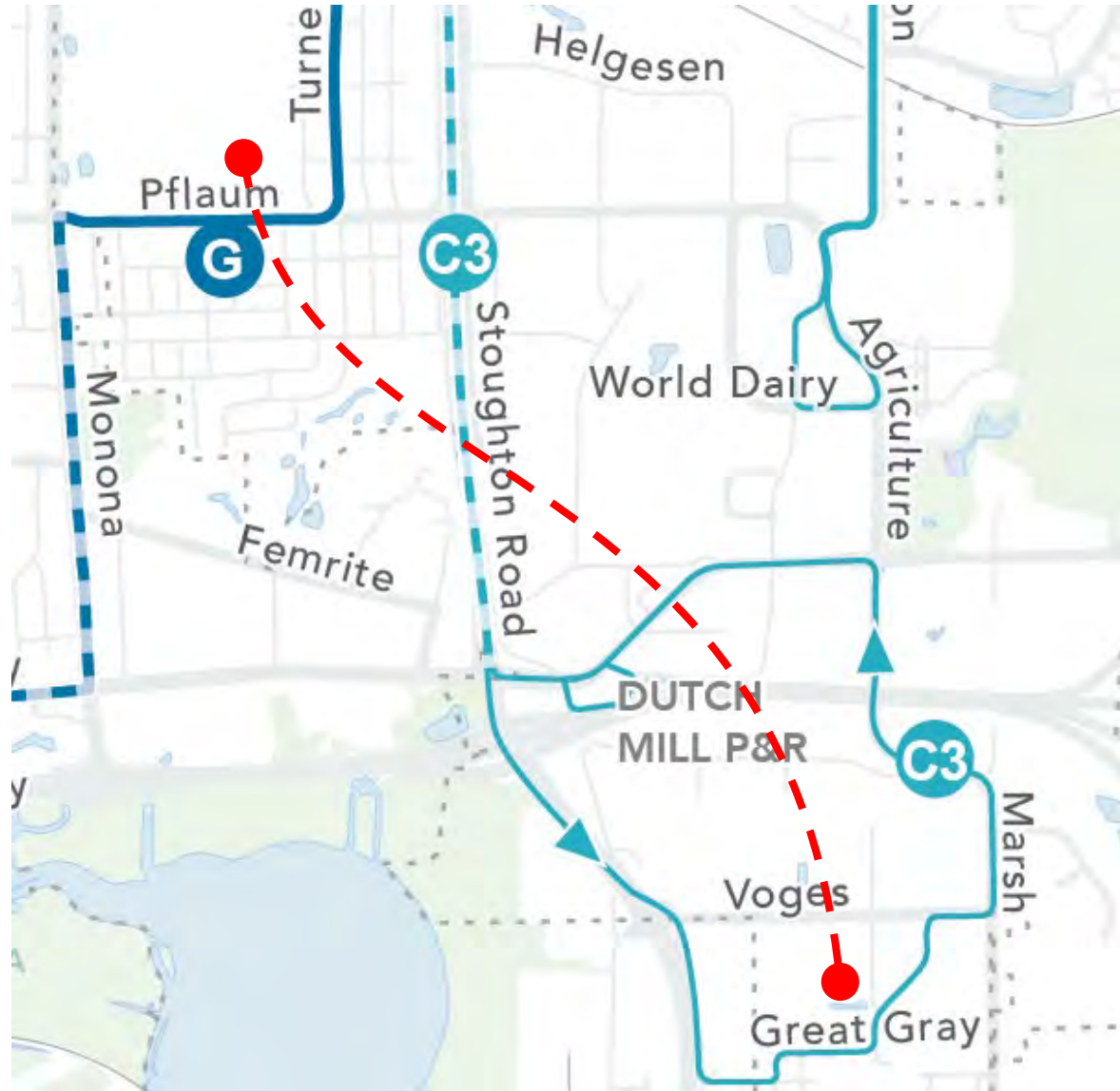
To:



- 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

Owl Creek to La Follette

Staff are investigating ways to make this trip more directly.



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](https://www.mymetrobus.com/Redesign)
- Plan with amendments adopted summer 2022
- New network implemented in summer 2023



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MetroRedesign@cityofmadison.com