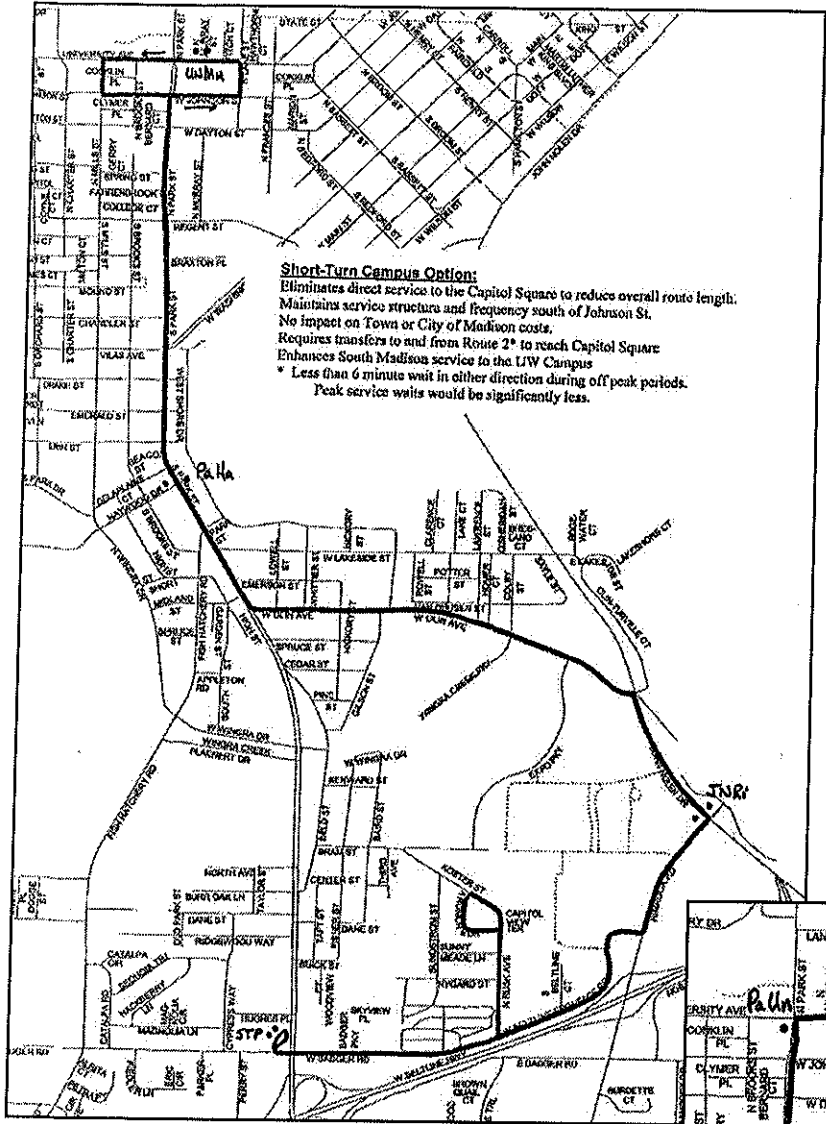
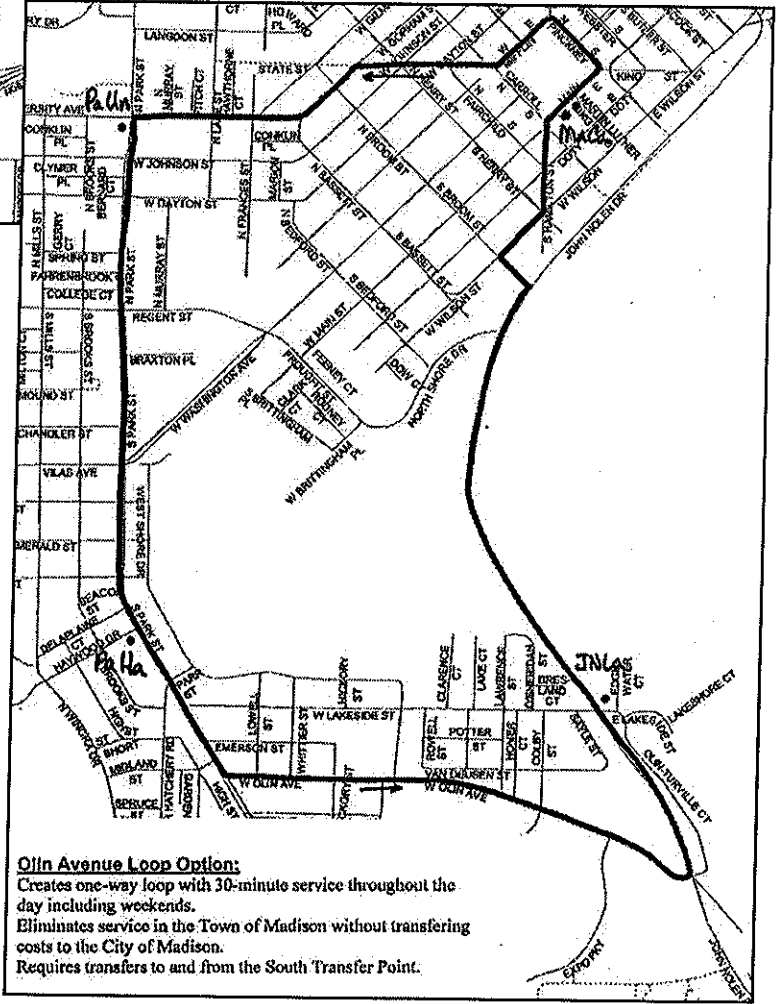


Route 13 Option 2



Short-Turn Campus Option:
 Eliminates direct service to the Capitol Square to reduce overall route length.
 Maintains service structure and frequency south of Johnson St.
 No impact on Town or City of Madison costs.
 Requires transfers to and from Route 2* to reach Capitol Square
 Enhances South Madison service to the UW Campus
 * Less than 6 minute wait in either direction during off peak periods.
 Peak service waits would be significantly less.

Route 13 Option 1



Olin Avenue Loop Option:
 Creates one-way loop with 30-minute service throughout the day including weekends.
 Eliminates service in the Town of Madison without transferring costs to the City of Madison.
 Requires transfers to and from the South Transfer Point.

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Route 2 - CATEGORY 1

- Some early morning trips would start on Sheboygan Avenue instead of at the West Transfer Point.

Route 3 - CATEGORY 3

- All trips would travel via Atwood and Winnebago. Service via Division and Rutledge would be provided by Routes 10 and 38 during peak and midday hours only.

Route 5 - CATEGORY 1

- Route 5 would operate in both directions on Wingra Drive between Beld St. and Park St.

Route 6 - CATEGORY 2

- Route 6 trips would no longer serve areas east of East Towne Mall. Trips would also no longer travel south of East Towne Boulevard along Thierer, Lien and Egan. These measures will shorten the route and aid on-time performance.
- Some Route 6 buses will continue past East Towne as new Route 36 trips, that will serve a City View, East Springs and Zeier loop. This will increase the number of trips in City View and along East Springs.
- Some Route 6 buses will continue past East Towne as new Route 26 trips, that will serve a loop through the American Center. This will add new midday service in the American Center area.
- The number of trips operating via MATC and through the Portage/Hayes loop would increase. (Note: The number of trips on Route 6 will increase. MATC trips will remain the same as at present).
- On weekends, all Route 6 trips would bypass MATC, staying on East Washington between Wright and Stoughton Rd/Hwy 51.

Route 9 - CATEGORY 3 (Note: Will include schedule adjustments to help Route 2)

- Midday Route 9, which operates between the East Transfer Point and UW Hospital via the Johnson/Gorham corridor, will be eliminated. Midday trips on Routes 14 and 15 will be extended past the Square to the East Transfer Point to connect with the UW campus. New Route 10 will operate trips during midday hours between the UW Hospital and First Street in the Johnson/Gorham and Old University Avenue corridors.

Route 10 - CATEGORY 4

- New route would provide central isthmus circulation that bypassed the Capitol Square during peak and midday hours, connecting the north and south areas of the east isthmus, the Bedford-Broom area with the UW campus and hospital.
- Trips would operate in a one-way loop direction during peak hours (from Division to Jennifer to Broom to UW Campus, then back via Johnson in the AM — reversed in the PM peak). Trips would operate in both directions along the loop during midday hours.
- The route would not operate during the summer academic recess period observed on the UW campus.

Route 11 - CATEGORY 1

- Route 11 trips would no longer serve Walnut, Marsh or Highland north of Observatory Drive, upon completion of the extension of Observatory Drive between Walnut Street and the UW Hospital at Highland Avenue. (Note: Also includes minor schedule adjustments).

Route 13 - CATEGORY 1

(Because funds have not been found to pay for the portion of the route in the town of Madison, service south of Olin will be eliminated. See attached map for route).

- Trips would operate as a one-way loop south of Olin Avenue (from South Transfer Point via Olin to the Square, then back via South Park Street during AM trips — reversed for PM trips). This option assumes no major budget reductions in the Town of Madison.
- Budget cuts in the Town of Madison could eliminate all Route 13 service south of Olin Avenue, including service on John Nolen, Rimrock, Rusk, Ardmore and West Badger Road — as well as the connection to the South Transfer Point. (Note: Trips will operate every 30 minutes between Capitol Square and Olin Ave. all day on weekdays, weekends, and holidays).

Route 14 - CATEGORY 4

- Peak hour trips would be extended east of the Interstate corridor to serve the Reston Heights neighborhood on either side of Sprecher Road, between Milwaukee Street and Cottage Grove Road.
- The west end of the route would be extended out to Cortland Commons on Watts Road at Plaza Drive, with trips using High Point Road south of Tree Lane.
- Peak hour trips would no longer serve the area south of Cottage Grove Road (South Thompson Drive, Richmond Hill). Route 15 trips will be modified to serve South Thompson, and will continue to serve Richmond Hill — but only at the current 30 minute frequency of Route 15.
- Peak hour trips would bypass the area along Colony, Inner and Yellowstone — using Gammon and Mineral Point between Farmington and Grand Canyon instead. Midday trips would continue east of the Capitol Square to and from the East Transfer Point.

Route 15 - CATEGORY 4

- Peak hour trips would be realigned to replace Route 14 service along South Thompson Drive, operating as a one-way loop south of Cottage Grove Road (from Acewood via Starker, Vondron, South Thompson and Buckeye to Kings Mill and then back on Buckeye and continuing up South Thompson to Cottage Grove and Acewood).
- The west end of the route would be extended out to Cortland Commons on Watts Road at Plaza Drive, with trips using Junction Road and County Highway M south of Old Sauk.
- Peak hour trips would no longer serve the Deming loop, north of Old Sauk and Junction (Route 73 would continue to provide all-day service through Old Sauk Trails and Greenway Center via the West and Middleton Transfer Point; Route 74 would continue to serve the northern portion of Greenway Station during peak hours).
- All service east of the Beltline, south of Old Sauk Road, would be eliminated — including on High Point between Old Sauk and Tree, Randolph, D'Onofrio, and Mineral Point. Route 14 would be extended through parts of this area to serve Tree east of High Point and High Point south of Tree to Watts Road.
- Midday trips would continue east of the Capitol Square to and from the East Transfer Point.
- All trips would operate via Sawmill north of Old Sauk, between Gammon and Westfield.

Route 16 - CATEGORY 1

- The 3:15 PM trip that starts on Broadway at Bridge Road towards the East Transfer Point would now start on Pflaum Road at Alder at 3:24 PM.