

Summary of Metro Supplemental Requests for 2013 Service Enhancements

Route 18

Route 18, which provides connector service between the West and South Transfer Points and serves Allied Drive, has chronic scheduling problems, leading to on-time performance and transfer issues for this very important corridor. The proposal would extend route 16, an hourly route that currently operates as a connector between the East and South Transfer Points, to extend further to the West Transfer Point. This extension would pick up some of route 18's current service area and shorten travel time, thereby relieving much of the pressure on that route. A partial offset to the cost would be to reduce the frequency on route 40 from half-hourly to hourly, as part of its service area would be covered by the extended route 16.

Owl Creek Service

Extension of Metro service to this neighborhood would address ongoing social equity issues. This is a geographically isolated neighborhood where many residents have no good access to shopping, schools or jobs. The proposal would be to operate an extension of route 11 during weekday peak periods, providing half hour frequencies, for school trips and work commutes. In addition, all-new hourly service on weekends would link the neighborhood to the rest of the city from 7:00 a.m. until 10 p.m.

University Avenue Corridor

Due to overcrowding on this busy corridor, additional route 2 buses would be inserted to provide 15-minute frequency between the West Transfer Point and Capitol Square when the UW is in session. Because of this extensive increase in service, there would be some offsetting savings by reducing service on routes 9, 10, and 33. The corridors served by these routes will continue to be served by existing routes.