

PUBLIC HEARING NOTICE
PROPOSED ROUTE AND SCHEDULE CHANGES

Route 2

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

Route 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

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

Route 6

- ❑ 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 Eagan. 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.
- ❑ On weekends, all Route 6 trips would bypass MATC, staying on East Washington between Wright and Stoughton Rd/Hwy 51.

Route 9

- ❑ 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 the 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

- ❑ 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 Jenifer 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

- ❑ 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.

Route 13

- ❑ 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.

Route 14

- ❑ 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

- ❑ 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 17

- ❑ Evening trips (later than 6 PM) would be eliminated. Route 20 would operate once an hour between Shopko/Copps (and East Towne, and the East Transfer Point via interline from Route 30 at East Towne) and the North Transfer Point during the evening.
- ❑ Trips during the AM peak would bypass Shopko/Copps along Aberg.

Route 16

- ❑ 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.

Route 18

- ❑ Route 18 would operate every 40 minutes between the South and West Transfer points during the afternoon peak (3:00 to 5:30 PM). This may cause some missed connections with other routes at the South and/or West Transfer Point on certain trips.

Route 19

- ❑ The last evening trip departing the Square towards the Allied neighborhood at 10:45 PM would shift thirty minutes earlier to leave at 10:15 PM.

Route 20

- ❑ All trips would operate between the North Transfer Point and East Towne via Thierer and East Towne Boulevard, eliminating current trips that use Zeier, East Springs and/or Lien.

- ❑ All trips would operate past MATC using Anderson Street, between Wright and Stoughton Road/Highway 51. Service on Kinsman and Bartillon, north of Anderson, would be eliminated. (Route 6 would continue to serve these areas).
- ❑ All trips during peak and midday hours would operate via the Dane County Regional Airport, traveling along Anderson between the North Transfer Point and East Towne.
- ❑ Trips would alternate between serving the Airport, and operating via Shopko/Copps and East Washington/Wright, at night and on weekends and Holidays.
- ❑ The hourly service evenings and on weekends and Holidays, between Shopko/Copps and the North Transfer Point, may cause missed connections at the North Transfer Point with other routes that only operate once an hour as well (i.e. Routes 4, 21 and 22)

Route 21

- ❑ Midday service frequency would increase from hourly to every 30 minutes – to compensate for the elimination of the overlapping service of Route 24 along Tennyson, Londonderry, Dryden and Packers.
- ❑ Evening service would remain hourly. This may cause missed connections at the North Transfer Point with other routes/trips that only operate once an hour as well (i.e. Routes 4, 22 and 20 via Shopko/Copps).

Route 22

- ❑ Evening service (after 6:30 PM) would be hourly (6 of the 9 current trips would remain).
- ❑ This may cause missed connections at the North Transfer Point with other routes/trips that only operate once an hour as well (i.e. Routes 4, 21 and 20 via Shopko/Copps).

Route 24

- ❑ Peak, midday and evening route would be eliminated.
- ❑ Service to the airport would be replaced by Route 20. This would increase midday trips and add new weekend/holiday trips, while shortening travel times between the North Transfer Point and airport.

Route 25

- ❑ The last trip departing the American Center towards the Square at 5:15 PM would shift eight minutes earlier to leave at 5:07 PM.
- ❑ New route 26 would operate a shorter loop through the American Center during midday hours.

Route 26

- ❑ New route during midday hours would operate between East Towne and the American Center. Service area would be limited to operating a loop along

American Parkway to Buttonwood to Biltmore to East Park and back, due to schedule limitations.

Route 27

- ❑ The last trip returning from the UW campus towards the North Transfer Point in the AM peak at 7:49 AM is eliminated. The previous two trips still depart at 6:49 AM and 7:19 AM.

Route 28

- ❑ Would be removed from Sheboygan Avenue, instead using University Avenue and Old Middleton between Segoe and Whitney Way traveling to and from the West Transfer Point.
- ❑ All trips would operate along University Bay, Highland and Observatory, past the Waisman Center, north of University Avenue – upon completion of the extension of Observatory Drive between Walnut Street and the UW Hospital at Highland Avenue.

Route 30

- ❑ Minor schedule timing adjustments, as well as additional trips in the early morning and late evening.

Route 33

- ❑ Some evening trips eliminated or adjusted.

Route 34

- ❑ Would add hourly peak period trips between the East Transfer Point and MATC.

Route 36

- ❑ New route during peak, midday, evening and on weekends/holidays operating between East Towne and City View via East Springs and Zeier.
- ❑ Loop would operate every 30 minutes during peak and evening hours. Service would run hourly middays and on weekends/holidays.

Routes 37

- ❑ Frequency would be reduced from once every fifteen minutes to once every half hour.
- ❑ Trips would no longer serve Advance, Helgeson or Pflaum, east of the Stoughton Frontage Road.
- ❑ Trips would no longer travel west of Highland along University Avenue.
- ❑ Route would use East Washington and First Street between the Capitol Square and Winnebago Street, instead of Williamson Street.

Route 38

- ❑ Trips would no longer travel west of the UW Hospital along University Avenue.
- ❑ All trips via Cottage Grove and Oakridge would be eliminated. Remaining trips would always follow Dempsey/Dennett and Atwood/Division, operating once every thirty minutes.
- ❑ Peak hour trips on new Route 10 will supplement the Route 38 service area between Division and the UW Hospital along Jenifer and Broom – but those Route 10 trips will bypass the Square on John Nolen.

Route 39

- ❑ Trips would no longer serve Buckeye Road east of Vondron, or Kings Mill.
- ❑ Peak frequency would be reduced from once every thirty minutes to once an hour.
- ❑ The last PM peak trip departing the World Dairy Center area towards the East Transfer Point at around 5:57 PM would shift thirty minutes earlier to leave around 5:27 PM.
- ❑ All trips would follow a loop using Dempsey, Davies, Buckeye and Vondron outbound and Pflaum, Advance, Helgesen past Dean Clinic to Stoughton Road inbound.
- ❑ Service along the private driveway of the Dept. of Agriculture building off Pflaum/Vondron would be eliminated entirely, and would only use the driveway off Agriculture Drive as far up as its intersection with Graham Place.
- ❑ The service loop through the World Dairy Center would be standardized across peak and midday trips to use Pflaum, Agriculture, the short segment of DATCP's driveway, Graham, Walton, World Dairy and Daniels.

Route 40

- ❑ The 3:10 PM trip from Stewart Street would be eliminated. The 3:30 PM Route 40 trip from the South Transfer Point would serve the Stewart Street loop, bypassing the Hatchery Hill area along Fish Hatchery south of Greenway (Routes 47 and 48 begin PM peak service into this area around this time).

Route 44

- ❑ Route 44 would bypass Buick, Fisher and Bram, instead using Park Street between the South Transfer Point and Wingra Drive. Route 44 will continue to serve Beld and Gilson east of Park Street using Wingra and Olin. Route 5 will continue to operate east of Park Street between Wingra and Buick via Fisher, Bram and Beld.
- ❑ Trips would be extended along University Avenue to Sheboygan Avenue west of the UW Hospital.
- ❑ Trips would be added between the South Transfer Point/South Park Street and the Sheboygan/University Avenue/UW Hospital areas.

Route 48

- ❑ Trips would be extended along University Avenue to Sheboygan Avenue west of Highland.
- ❑ Trips would be added between Sheboygan/University Avenue areas and the South Transfer Point/South Park Street.

Routes 56 and 57

- ❑ Some trips would be eliminated between the West Transfer Point and McKee Road in the reverse commute direction (from West Transfer Point towards McKee Road in the AM; from McKee Road towards the West Transfer Point in the PM).

Route 58

- ❑ Schedule time adjustments in both directions of travel during the AM and PM peak.

Route 67

- ❑ Added trips from the West Transfer Point to West Towne.

Route 70

- ❑ Minor schedule time adjustments along the route.
- ❑ The current trips operated on Saturdays, between Middleton and the West Transfer Point, will be shifted to a new Route 78 schedule/route.

Route 73

- ❑ Minor schedule time adjustments on some early AM trips.

Route 78

- ❑ New route name for current Saturday schedule of Route 70 trips operating between the West Transfer Point and Middleton.

Route 80

- ❑ Trips would no longer serve Highland, University Avenue or Walnut Street, south of Observatory Drive – upon completion of the extension of Observatory Drive between Walnut Street and the UW Hospital at Highland Avenue.
- ❑ Frequency at night would be reduced to once every 45 minutes, in response to UW request for additional service past Union South.