

Service Change Proposals for September 3, 2006

(04-05-06)

For the past two years, Metro Transit (Metro) has been working on a route restructure proposal affecting primarily the west and south-sides. Two years ago (January, 2004) an East/North-side restructure change went into effect after a prior year of study.

The purpose of this study was to identify opportunities:

- to reduce the complexity of transit system services by use of more consistent and easily identifiable routing patterns and schedules in order to help current transit patrons and prospective transit users among the general public to understand and use the system;
- to enhance transfer opportunities at formal and informal transfer points in the system through route design and identification of key informal transfer opportunity bus stops;
- to reduce travel time for commuters and implement more direct routing (e.g. South to East Transfer Points, STP and WTP to UW campus, etc.); and
- to improve operating efficiencies to help control costs.

Metro staff has been presenting information about proposed changes at many neighborhood and other meetings throughout the city in order to obtain passenger feedback and “tweak” proposals in advance of public hearings. Service changes are planned for implementation in September. The following additional Listening Sessions have been scheduled to provide further opportunities to ask questions and provide input into service design:

<u>Date</u>	<u>Location</u>	<u>Time</u>
April 5	Greystone N.A. - Alica Ashman Library 733 N. High Point Rd.	7:00pm
April 6	Arbor Hills – Zimbrick Community Room 1601 W. Beltline Hwy	6:30pm
April 13	Northside Planning Council – Northport Learning Center –1740 Northport Dr.	6:30pm
April 25	Madison Public Information Session – Madison Municipal Bldg, Room 300	5:30pm
May 1	Madison Public Information Session – Madison Municipal Bldg., Room 300	6:00pm
May 4	Middleton* Public Hearing – Lakeview Park Shelter, 6300 Mendota Ave.	5:30pm

Note:* the Middleton Public Hearing will concentrate on service in Middleton.

A Public Hearing is planned in May in Madison on a date to be announced. See the following information below:

- I. Improvements identified in the proposed route changes (Page 2).
- II. Potential negatives associated with service changes (Page 4).
- III. General Route Change Descriptions:
 - Proposed Weekday (M-F) Service Changes (Page 5).
 - Proposed Weekend and Holiday Service Changes (Page 10)

Look for detailed Route and Schedule information on Metro’s website (www.mymetrobus.com), and at public libraries. We will gladly send you a copy of the detailed changes through the mail, if you do not have access to the Internet. Please call Metro Customer Service at 266-4466 to request detailed information through the mail, or if you have questions or comments about proposed changes. Thank you for your assistance in helping Metro staff in this planning effort.

I. The following are some improvements we have identified in the proposed route changes:

A. SUBSTANTIAL SIMPLIFICATION OF ROUTE IDENTIFICATION AND PATTERNS ON THE WEST-SIDE:

- **Route 6:** Metro is changing the numbering system of routes serving areas west of the West Transfer Point in order to simplify what is at present a very complex route numbering and routing system – so that the general public will have a significantly easier time understanding and using the service. The combination of Routes 6 and 7 a few years ago produced a very significant overall increase in ridership east of the West Transfer Point by making identification (and thereby use) of the route service easier for the general public to understand. However, the complexity of the Route 6 structure west of the West Transfer Point continues to be difficult for Metro patrons and prospective new riders among the general public to understand. Hence – the rationale for simplification. Present complexity with Route 6 west of the West Transfer Point is as follows:

Two Route 6 buses always meet on opposite sides of the island at the West Transfer Point. One is going downtown and heads east. The second is heading west and may be going either “via Odana” or “via Mineral Point Road”. The Route 6 “via Odana” sometimes serves the West Towne Mall and sometimes bypasses the Mall headed towards points west. Additionally, the “via Odana” headed west may or may not operate on North High Point Road and Old Sauk to get to Junction Road. Meanwhile, buses leaving from West Towne Mall from the same bus stop may be headed west (to varying destinations noted above) or East to the West Transfer Point and points east beyond.

Our proposed changes drop the Route 6 “via” system west of the West Transfer Point. Any bus identified as “Route 6” would always be going downtown. Heading west, **New Route 67** would always operate on Mineral Point Road and always serve West Towne Mall/Cub Foods. **New Route 73** would serve points west of West Transfer Point on weekdays, and would always serve Odana, Watts, and Junction Roads, and continue to points north. These changes are designed to help prospective new riders among the general public as well as present riders better understand and use the system more often. It will also provide more direct service from Watts Road to downtown and vice versa.

Some Route 6 buses will be “interlined with Route 67 (going to West Towne Mall). These “same seat” trips do not require a transfer and will be shown in the Ride Guide.

We are also taking this opportunity to revise Route 6 schedules to improve on-time performance and the route’s ability to reach West Transfer Point in time for transfers.

- **Routes 8 and 15:** **Route 8** will be discontinued on weekdays on the far west side and replaced by **Route 14** and **Route 15** which will operate all day long – in order to obtain greater consistency of service on the far west-side.

B. SUBSTANTIAL SIMPLIFICATION OF ROUTE IDENTIFICATION AND PATTERNS ON THE SOUTH-SIDE:

- **Route 5:** Route 5's two vias – “via Bram/Beld” and “via Olin” will be split into two Routes with separate identification numbers. “Route 5” will continue to serve Bram/Beld. Route 13 will operate on Olin Avenue.
- **Routes 40 and 47:** Both routes will operate on Grandview rather than splitting service between Grandview and Todd Drive - for greater consistency of service in the Arbor Hills area. **Route 40** will be always be oriented to the South Transfer Point. **Route 47** will not go to the South Transfer Point and will be oriented to Fish Hatchery Road for faster, more direct commuter service downtown.
- **Routes 41,42,43, and New Route 16:** Routes 41, 42, and 43 would be discontinued and replaced with Route 16, augmented by **Route 12**, and will provide a simpler, more consistent pattern of service on the Southside.

C. SUBSTANTIAL SIMPLIFICATION OF ROUTE IDENTIFICATION AND PATTERNS ON THE NORTH-SIDE:

- **Routes 21 and 27:** Route 21 is proposed to be expanded to all day service on the Northside, with 15 minute headways during peak hours – to replace Route 27 during peak hours north of the North Transfer Point. This would provide significantly greater consistency of service on the Northside.

D. SUBSTANTIAL SIMPLIFICATION OF ROUTE IDENTIFICATION AND PATTERNS ON WEEKENDS AND HOLIDAYS:

- Saturday, Sunday, and Holiday routing and service schedules will be identical with the sole difference being the start time on Sundays (up to one hour later) and end-time on Holidays (earlier - as at present).

E. SIGNIFICANT IMPROVEMENT IN SERVICE DESIGN:

- In Middleton through introduction of “Transfer Opportunities” at 3 locations.
- New connecting route service between STP and ETP – **Route 16**.
- Introduction of direct connection from WTP into west campus, using **Route 53**.
- Introduction of direct connection from STP into campus, using **Route 44** (replacing segments of current Route 27).
- Introduction of New South Campus Loop connecting new dorms and offices to other campus areas (**Route 85** paid for by UW).

F. FASTER OR MORE DIRECT SERVICE:

- Route 5 service will take 45 minutes rather than one hour between ETP and STP all week long.
- Routes 14 and 15 will be routed on Campus Drive to downtown, speeding up those commuter routes.
- Route 47 will go directly from the Arbor Hills area on Fish Hatchery Road to downtown.
- Weekend service from the East Transfer Point to the West Transfer Point will take 45 minutes rather than one hour, operated as new Route 7 instead of Route 3.
- Route 12 service between Dutch Mill Parking Lot and downtown will be routed on John Nolen Drive for faster, more direct commuter service to downtown, and then will proceed to serve the UW campus.

G. **HIGHER FREQUENCY OF SERVICE:**

- On Olin Avenue evenings and weekends.
- On Sheboygan Avenue during peak hours on weekdays when overloads now occur.
- On Fish Hatchery Road during weekday peak hours.
- Along the full length of West Washington Avenue.
- In the Bram/Beld area.
- During off-peak hours on weekdays between West Transfer Point and the Old Sauk Business Park and all day on weekends.
- Improved phasing of buses in the Isthmus on weekends through introduction of the offset pulse creates a higher level of frequency along Jenifer Street and Johnson Street corridors all day long and in the evening.
- Higher frequency of service to the Wheeler Road and North Sherman Avenue intersection on weekdays during peak hours – through extension of **Route 24**.

II. The following are some potential negatives associated with service changes:

- Routing in the Allied neighborhood is changed on Routes 18 and 19. Check map diagrams and schedules.
- On weekends, Route 18 makes connections between the STP and WTP hourly rather than every half hour. Service every half hour is maintained between the Allied Neighborhood and WTP.
- With elimination of Routes 31, 41, 42, and 43 and replacement by Route 16, some street segments are eliminated, but most remain within ¼ mile of new Route 16. Route 16 operates on Broadway rather than in the WPS campus or on Lakepoint Drive.
- No service on Atwood between Fair Oaks and Walter on weekends. Closest bus stops to Olbrich Gardens are on Atwood at Fair Oaks or on Walter at Atwood.
- Less weekend service on Monroe Street and on Odana Road. between 9am and 5pm (30 minutes to hourly).
- Reduction of service into West Towne Mall from the West Transfer Point during peak hours. Route 67 from WTP would provide service into and around the Mall every 30 minutes. Route 73 would provide service to the Odana and Gammon intersection on alternating 30-minute departure times during peak hours (so as to provide 15 minute headways), turning left on Gammon before proceeding to Watts Road.
- Reduction of service frequency in Prairie Towne Center (15 minute to 30 minute frequency during peak hours, 30 minute to hourly frequency off-peak. Some routes will stop on Junction Road instead of going into Prairie Towne Center.
- Some reduction of service to MATC, Portage-Hayes, and City View on weekdays – check **Route 6** schedules.
- Reduction of service in the evening on Old University Avenue and to UW Hospital.
- Elimination of service on Kennedy/Havey.
- Reduction of service on Dempsey north of Cottage Grove.
- No service on Todd Drive.
- Removal of service on Monona Drive north of Pflaum Rd.
- Reduction of first trip in morning on some Sunday routes.
- Less frequent service to Rosa at Regent between 9am and 5pm on weekends (30 minutes to hourly) and the service orientation is changed to WTP rather than downtown.
- No direct connection between West Towne Mall and Prairie Towne Center.
- Service between NTP and MATC is reduced from 30 minutes to hourly on weekends.
- Elimination of full north/south service on Gammon Road.

PROPOSED WEEKDAY (M-F) SERVICE CHANGES

Route 1: Route 1 is being changed and would be routed from Broom on University to Randall, and return via Johnson/Bassett to Capitol Square. This Route is augmented by Route 19 in the Broom/Bassett area. See both maps and schedules.

Route 2: No changes.

Route 3: No changes.

Route 4: No changes in routing. Schedule would have a reduction in frequency in the evening. See detailed schedule info.

Route 5: A number of changes would be implemented:

- Southside routing would be split into two route numbers: Route 5 and **Route 13**.
- Route 5 would continue to operate between South Transfer Point and East Transfer Point via Bram/Beld. Routing would travel via West Washington Avenue between Park and Capitol Square, and no longer serve UW campus or State Street.
- The *New* **Route 13** would provide service along Olin Avenue/Badger Road and the “Ardmore Dr. and Koster Street via” between Capitol Square and South Transfer Point.
- Reduction in frequency in the evening on the East-side and north of West Washington Avenue on Park Street.

Route 6: A number of changes would be implemented, see detailed route and schedule info:

- Routing west of the West Transfer Point would be discontinued and replaced by *New* **Routes 67 and 73**.
- Route 6 service on the east side would be modified. See detailed route and schedule information.
- New Route 67 would operate between West Transfer Point and West Towne Mall via Mineral Point at half-hour headways.
New Route 73 would connect the West Transfer Point with the Old Sauk Road area via Odana, Watts, and Junction Roads. During peak periods this route would continue north into Middleton as new Route 74. During mid-days and evenings this route would end at the corner of Greenway Boulevard and Gialamas – where it would either meet or interline directly to new Route 70 serving Middleton and the Capitol Square.
- Service to Highpoint would be provided by **Route 15**.

Route 8: Route 8 service would be discontinued on weekdays and replaced by other route services indicated below. See detailed route and schedule information.

- For replacement service between Capitol Square and Regent, see **Routes 5, 27, 44 and 47**.
- For replacement service to the medical clinics along Regent, see **Routes 5,13, 27 and 47**.
- For replacement service along Old University, see **Routes 9, 37, and 44**.
- For replacement service via Bluff and Regent, see **Route 14**.
- For replacement service on University in the vicinity of Capitol and Norman, see new **Routes 70, 71, and 72**.
- For replacement service on Old Middleton in the vicinity of Rosa, see new **Route 15**.
- For replacement service on Old Sauk and areas west of the Beltline, see **Routes 15,73 and 74**.
- For service on West Washington Ave, see **Routes 5 and 47**.

Route 9: Routing would change on the west end and through UW Campus.

- Route would extend to UW Hospital and Waisman Center via Old University, but no longer serve Babcock, Linden, or Charter.

- Schedule at East Transfer Point would shift to departures on the hour and half-hour, no longer meeting route pulses at :15 and :45 minutes past the hour.

Route 12: A number of changes would be implemented. See detailed route and schedule info.

- Route 12 would operate from the Dutch Mill Park & Ride via Lake Point and the Waunona loop and go via John Nolen Drive to the Capitol Square - no longer serving Olin or South Park Street. Routing would be extended from the Capitol Square to the UW campus. Buses would then continue to the West Transfer Point.
- From the West Transfer Point, Route 12 would serve commuters going to UW campus and Capitol Square, then proceed via John Nolen Drive, Rimrock, South Towne Way, to Broadway (at WPS) and to the Dutch Mill Park & Ride Lot.
- Route orientation shifts (as at present) in the afternoon. See detailed route and schedule info.

New Route 13: Routing would operate between Capitol Square and South Transfer Point via Olin Avenue and the Ardmore loop.

Route 14: Routing would change on the west-side. See detailed route and schedule info. Route would start and end on Tree Lane at Gammon, no longer serving Randolph or the West Towne Mall area south of Mineral Point. See **Route 15** for service to Randolph and **Route 67** for the area of West Towne Mall south of Mineral Point.

Route 15: Routing would change on the west-side. See detailed route and schedule info.

- Service between Old Sauk and Capitol Square would expand to middays and evenings and serve both High Point and Junction Road. See Route 67 for service to West Towne Way.
- Revised Old Sauk Trails Office Park loop would no longer serve High Point north of Old Sauk – see **New Route 74**.

New Route 16: Service would connect the South Transfer Point and East Transfer Point southerly around Lake Monona in order to provide quicker and more direct service all day long between south and east Madison. See detailed route and schedule info.

- On the East side, routing would operate via Walter, Atwood, Cottage Grove, Turner and Pflaum to Monona Drive, eliminating **Route 31** service.
- On the South side, routing would operate via Broadway, South Towne Blvd, Moorland, and the Southdale loop, eliminating **41, 42, and 43**.

Route 17: No change.

Route 18: A number of changes would be implemented. See detailed route and schedule info.

- Routing on trips “via Midvale” would operate along Tokay to the West Transfer Point.
- Routing on trips “via Reetz” would operate along Allied between Lovell and the Verona Frontage Road; and no longer serve Crescent or Red Arrow. Service would be provided along the full length of the South Beltline Frontage Road and serve the Coho/Greenway area before going via Fish Hatchery/Badger Road to the South Transfer Point. See **Route 40** for service to the North Beltline Frontage Road.

Route 19: A number of changes would be implemented. See detailed route and schedule info.

- Routing between Capitol Square and UW campus would use Broom/Bassett and Wilson; and no longer serve State Street.
- Routing between Williamsburg and Mohawk-Whenona loop during peak hours would operate via Lovell, Crescent and Red Arrow; and no longer serve Allied between Lovell and Red Arrow.

- Routing via the Mohawk-Whenona loop would operate in one direction – the primary commute direction in the morning and evening.
- Reverse commute trips would operate directly between Nakoma and Allied via Verona Road.

Route 20: No changes.

Route 21: A number of changes would be implemented. See detailed route and schedule info.

- Service will be expanded to operate all day long, replacing all **Route 27** service north of North Transfer Point.
- Buses will be routed along School Road between Northport and Northland, and no longer serve Kennedy and Havey.

Route 22: No change.

Route 24: During peak periods, service would not serve Tennyson or the Londonderry/Dryden area. Instead the route would serve Packers, Wheeler, and North Sherman Avenue. No change midday or evening.

Route 25: No change.

Route 27: A number of changes would be implemented. See detailed route and schedule info.

- Route north of North Transfer Point would be eliminated and replaced by revised Route 21.
- Route between South Transfer Point and UW campus would be replaced by **New Route 44** operating via Mills to Observatory and UW Hospital. Route would then return to South Transfer Point via Old University.
- Route 27 would connect the North Transfer Point, operating via North Street, Johnson/Gorham, Capitol Square and go to the UW campus.

Route 28: No change.

Route 29: No change.

Route 30: No change.

Route 31: Route 31 Service would be discontinued and replaced by **New Route 16**. See detailed route and schedule info.

Route 32: No change.

Route 33: See detailed schedule info for some changes.

Route 34: No change.

Route 37: A number of changes would be implemented. See detailed route and schedule info.

- During peak morning hours, service would extend to Sheboygan, operate via Old University and State Street to Capitol Square, no longer serving Bassett. Service would continue to extend to Pflaum and DeanClinic.
- Routing would operate from Capitol Square via State Street and Old University Avenue to UW Hospital during the afternoon peak period, no longer serving Broom or Linden.

Route 38: Minor route change in vicinity of UW Hospital.

Route 39: Midday trips between East Transfer Point and Dean Clinic would travel outbound via Dempsey to Buckeye. No change during peak periods.

Route 40: A number of changes would be implemented. See detailed route and schedule info.

- Routing would operate on Grandview rather than on Todd Drive for both North Frontage Road and Greenway Cross “vias”.
- Service would expand to operate all day long.
- Route 47 trips between South Transfer Point and Arbor Hills would be eliminated.

Routes 41, 42, and 43: service discontinued and replaced by **New Route 16**. See map and schedules for **New Route 16**.

New Route 44: Routing would operate during peak periods between South Transfer Point and UW Campus and Hospital via Erin St., Mills St. to Observatory to Hospital, returning to South Transfer Point via old University.

Route 47: A number of changes would be implemented. See detailed route and schedule info.

- Routing would be discontinued between South Transfer Point and Arbor Hills. See Route 40 replacing that connection.
- Route would operate between Capitol Square and Arbor Hills via Fish Hatchery Road and Greenway/Coho area.

Route 48: No change at present. City of Fitchburg is reviewing options to extend service south to Lacy Road.

Route 50: No change.

Route 51: Revised loop route will operate outbound along Whitney to Raymond Road to Prairie, then continue to Pilgrim, McKenna and Muir Field back to the West Transfer Point.

Route 53: *Changes will be made per request of UW which funds the service.*

Route 55: No change.

Route 56: All routing will be limited stop via Campus Drive rather than Old University.

Route 57: All routing will be limited stop via Campus Drive rather than Old University.

Route 58: See schedule for minor adjustments.

Routes 60, 61, and 62: service discontinued. See *general* route information in **New Routes 70, 71, 72 and 73 and 74** below and details in Route maps and schedules.

Route 65: service discontinued. See revised **Routes 14, 37, 44 and 53**.

Route 67: This is a new route connecting West Transfer Point with West Towne Mall. See detailed route and schedule info.

New Route 70: Service would operate mid-days and evenings between the Capitol Square and Greenway Boulevard in West Middleton, serving the Southridge and Northbrook loops off Century Avenue in North Middleton and the Fortune-Sweeney area in South Middleton. Buses would meet or interline directly to the West Transfer Point via new Route 73 from the corner of Greenway Boulevard and Gialamas Way.

New Route 71: Service would operate during peak periods between the Capitol Square and Greenway Blvd. in West Middleton, serving the Fortune-Sweeney area in South Middleton as well as the southern part of Allen Boulevard between Mendota Avenue and University Avenue.

New Route 72: Service would operate during peak periods between the Capitol Square and North Middleton, serving the Southridge and Northbrook loops off Century Avenue, as well as Branch Street north of University Avenue.

New Route 73: This is a new route connecting the West Transfer Point with the Old Sauk Road area, via Odana Road and Watts Road. During peak periods this route would end on Junction Road at Old Sauk – where it would continue north as new Route 74. During mid-days and evenings this route would end at the corner of Greenway Boulevard and Gialamas – where it would either meet or interline directly to new Route 70 serving Middleton and the Capitol Square.

New Route 74: Routing would operate during peak periods as an extension of Route 73 north of Old Sauk Road to West Middleton. From Junction Road where Route 73 would end, the service would continue north through the Old Sauk Trails Office Park, Greenway Station, Discovery Springs, along the Airport Road corridor and back down Pleasant View Road through the Middleton Industrial Park to Greenway Boulevard to then serve North High Point Road east of the Beltline and return to the West Transfer Point as Route 73.

Routes 80, 81, and 82: UW Campus service - No changes planned. However, UW pays for this service and changes may be implemented at UW request.

New Route 85: Service between Memorial Union, Charter, South Union and new University facilities on Park Street, via Dayton, Mills and Regent.

PROPOSED WEEKEND SERVICE CHANGES:

Review detailed Route and Schedule info for Saturday and for Sunday service.

Route 2: Service along Regent Street west of Whitney and Rosa Road would be shifted to new Route 68.

Route 3: Route 3 service would be discontinued. See new Route 7 route and schedule info.

Route 4: would operate hourly. Service would travel westbound via King Street rather than West Wilson and Martin Luther King.

Route 5: would operate hourly in the same routing path proposed for weekdays (see above).

Route 6: A number of changes would be implemented, see detailed route and schedule info for weekends:

- Routing west of the West Transfer Point would be discontinued and replaced by *New Routes 63, 67, and 68*.
- On weekends, Route 6 would operate from West Transfer Point toward Capitol Square “via Mineral Point” only. See *New Route 7* - for service “via Tokay” between West Transfer Point and Capitol Square.
- *New Route 63* would connect West Transfer Point (via Odana), West Towne Mall (going into the Mall), Watts/Junction Roads, and Prairie Towne Center.
- *New Route 67* would operate between West Transfer Point and West Towne Mall via Mineral Point.
- *New Route 68* would interline with Route 63 at Prairie Towne Center and go via Excelsior/Junction or High Point/Randolph, Old Sauk, Old Middleton Road, Capitol Avenue, University, Regent Street, Rosa Road and Whitney Way to West Transfer Point, and vice versa on the return trip from WTP to Prairie Towne Center. See detailed route and schedule info.

New Route 7: Service would connect the West Transfer Point and East Transfer Point every half-hour using the Jenifer Street corridor, similar to weekday Route 3. See detailed route and schedule info:

- On the East-side, route would operate along Fair Oaks; and no longer serve Walter Street.
- Service would also operate along King Street in both directions; and no longer serve Martin Luther King Jr. Blvd.
- On the west-side, service between the West Transfer Point and Capitol Square would alternate hourly along two “vias” – using either Odana/Monroe or Tokay/Toepfer/Regent.

Route 8: A number of changes would be implemented, see detailed route and schedule info for weekends:

- Service would operate from Capitol Square via State and Johnson as far west as Capital Avenue, via Bluff and Old Middleton.
- Service west of Old Middleton and Capital Avenue to Old Sauk Road and Prairie Towne Center would become *New Route 68*.

Route 13: would operate hourly in the same routing path for weekdays (see above).

Route 16: would operate hourly in the same routing path for weekdays (see above).

- Route 18:** A number of changes would be implemented, see detailed route and schedule info for weekends:
- Service would operate hourly between the West Transfer Point and South Transfer Point via Reetz (see weekday description above).
 - Service via Tokay and Midvale to Allied would operate as a loop from the West Transfer Point once an hour.
 - Connections between the Allied Neighborhood and the West Transfer Point would remain at half-hour frequencies, while the service between the West Transfer Point and South Transfer Point via the Allied Neighborhood would decrease to hourly frequencies.
- Route 21:** would operate hourly in the same manner proposed for weekdays (see above).
- Route 22:** Trips may shift by a half-hour to alternate with Route 21, see schedules.
- Route 30:** would operate every half hour in the same manner as current weekday Route 30 service.
- Route 31:** Service would be discontinued. See **New Route 16** route and schedule info for weekend service.
- Route 32:** service would begin and end at a quarter of and after the hour at East Transfer Point as on weekdays.
- Route 40:** A number of changes would be implemented, see detailed route and schedule info for weekends:
- As on weekdays, routing would operate on Grandview rather than on Todd Drive. All trips would operate via the North Frontage Road.
 - See Route 18 for service in the Greenway/Coho area.
- Route 43:** Service would be discontinued. See **New Route 16** route and schedule info for weekend service.
- Route 50:** No change.
- Route 51:** Revised loop route will operate outbound along Whitney to Raymond Road to Prairie, then continue to Pilgrim, McKenna and Muir Field back to the West Transfer Point.
- Route 63:** This is a new route connecting the West Transfer Point with Prairie Towne Center that would operate similar to Route 73 on weekdays, using Odana and Watts to Junction – but would serve West Towne Mall and Prairie Towne Center. See detailed route and schedule info.
- Route 67:** This is a new route connecting West Transfer Point with West Towne Mall that would operate along the same routing path as on weekdays. See detailed route and schedule info.
- Route 68:** This is a new route connecting the West Transfer Point with Prairie Towne Center that would operate along Whitney Way, Rosa Road, Regent Street, University, Capitol Avenue, Old Middleton Road, to Old Sauk, and then alternate service to Excelsior/Junction or High Point/Randolph to Prairie Towne Center and will interline with new Route 63 at Prairie Towne Center. See detailed route and schedule info.
- Routes 80, 81, and 82:** UW Campus service - No changes planned. However, UW pays for this service and changes may be implemented at UW request.