

## **Conceptual Transit Service Improvement Scenarios If RTA Created**

### **Scenario A**

#### Improvements to Existing Local Route Service

- Increased service frequency on some routes, many during the off-peak and on weekends
- Increased service span on some routes
- New or, in some cases, restructured local route service to address service issues in some corridors and improve travel times of some commuter routes
- Extension of service to provide peak-period commuter service to currently unserved peripheral neighborhoods (e.g., Sprecher, SW area south of McKee Rd., central Fitchburg, etc.)

#### Addition of Limited-Stop Express Bus Service from the Bus Transfer Points to and Through the Downtown/UW Campus Area

- Service would be added in all or most cases by converting existing commuter routes (e.g., 56/57 on SW side) to very limited stop service inside the transfer points
- Timed transfer opportunities would be provided from peripheral and other routes to the express routes at the bus transfer points and probably some other locations

#### Addition of Limited-Stop Express Bus Service from “Satellite” Suburban Cities/Villages

- Service would extend to or in many cases through the Downtown/UW Campus Area

#### Addition of Limited Midday Bus Service from Selected “Satellite” Suburban Cities/Villages

- Service would connect to the Metro bus system via a bus transfer point or other convenient transfer location (e.g., East Towne in the case of Sun Prairie service)

#### Demand Responsive Service (e.g., accessible shared-ride taxi service) to Areas within the RTA Service Area Not Served by Fixed-Route Service

- Service would connect to the Metro bus system at a convenient transfer location or in some cases possibly a bus transfer point
- Service would also be provided to destination within the nearest suburban city/village (e.g., Town of Windsor to City of Sun Prairie)
- Premium fare would be charged for the service, but with free transfer to the bus system

### **Scenario B**

#### Scenario A Bus Service Improvements PLUS Implementation of Bus Rapid Transit (BRT) Service in One or More Corridors

- Potential corridors for BRT service include: E. Washington Avenue; Packers Avenue (STH 113); Mineral Point Road; Fish Hatchery Road/Park Street; South (UP) Rail Corridor; and Former Southwest Rail Corridor.
- Changes would need to be made to Scenario A bus service improvements to complement the BRT service.

### **Scenario C**

#### Scenario A Bus Service Improvements PLUS Implementation of Starter Rail Service in the East-West Corridor Recommended in the Transport 2020 Study

- Substantial restructuring of the bus system would be needed to complement and feed the rail service