



Proposed August Service Changes

Summary of feedback recieved as of Wednesday, 3/4/2020

	Pro	Con	Mixed
Route 3 (Rutledge/Division St.)	0	6	0
Route 3 & 4 (Relocated to King St.)	2	1	0
Route 29	2	1	0
Route 32	0	1	0
Route 35	0	3	0
Route 39	1	0	0
Route 50	0	1	0
Route 67	0	2	0
UW Campus	2	7	0
Jenfier, Atwood & Walter Stops	5	4	0
Bus Stop Closures	1	2	2
TOTAL	13	28	2



Route 3 – Rutledge/Division

Con:

1. Please DON'T cut route 3 off of Rutledge St. Doing so leaves this area with only rush hour bus service. And a four-five block walk to the nearest stops. The result will be more car use. Living in a block with more senior citizens, I know this will discourage bus use generally.
2. I am a long-time bus rider -- over 45 years. I rely on Madison Metro for almost all my motorized transportation. I live on the 1700 block of Rutledge St, on what is currently the via Division route of Route 3. My neighbors & I used to have lots of Madison Metro mid-day alternatives including Route 10 which ran several times an hour throughout the day. First you cut the entire mid-day Route 10 on Rutledge & Division, a burden for me & my neighbors. Currently we have only ONE hourly mid-day alternative -- the via Division Route 3 that runs once an hour. You are proposing to entirely eliminate via Division Route 3. I understand & commend your efforts to improve Route 3 on-time performance, but by cutting via Division Route 3 you will force folks who live from Yahara Park to Jenifer -- blind & visually impaired & otherly-abled neighbors, & families with young kids, all of whom ride Madison Metro -- to walk many blocks to Winnebago to access Madison Metro. This will be especially difficult in bad weather -- rain, snow, ice. Please reconsider & keep via Division Route 3.
3. I do not want the Division Street / Rutledge St. part of Route 3 removed. Winnebago is 7 blocks from my house, Atwood 6 blocks. This leave us with Peak Time coverage only. Even if I time it perfectly it is still a long walk late at night or in temperatures near zero. As it is you are removing the stop nearest my house at Russell and Rutledge (which I can live with)!!
4. For the Route 3 changes I believe you are doing a disservice to the people who live on the via division route. I believe that that route must be re-allocated to still keep a community together. With route 67, I believe a disservice is done to the people who are in need of those businesses especially with Von Maur coming soon.
5. It looks like every stop eastbound between Riverside and Division is being closed. If that is true, this is a pretty serious safety concern. Where is the safe, well-lit walking path to get from a bus stop to the area between Winnebago and East Washington, including Main St. and Second St.? (Many people drive and park along E. Wash and in that area,



in order to commute by bus to downtown, campus, and other points west on route 3.) That area between Riverside and First St is dark and creepy. Please don't remove the Atwood@First St stop. With that, one can walk along First toward E. Wash past the church, and that is well lit and has more pedestrian and auto by-standers. There are far fewer buses that run down E. Wash at night, so trying to use the E. Wash and First St stop is not a very good option (the #14 and 15 stop running; the 6 is as infrequent as the 3...). Thank you for your consideration.

6. I do not support the proposal of eliminating service on Rutledge St./Division for Route 3. A lot of people, including myself use the bus stops on Rutledge in the mornings to go to work. It's conveniently close to my house and moving the service would be more difficult for everyone.

Route 3 & 4 – King St. Relocation

Pro:

1. I ride the 3&7 occasionally and the proposed changes do not affect me.
2. I support the decision to move the 3 and 4 routes to King St. I think this will definitely help reduce the buses from being late. MLK Blvd. can be really busy at times with events in the summer and lots of people always walking in the area.

Con:

1. Eliminating Bus Access to City and County Buildings makes no sense at all.

Route 29

Pro:

1. I support having the 29 bus route change to going down Sherman Ave from Packers and stopping on Sherman Ave and the North Transfer Point. As a rider of the Nos. 2 and 28 to UW Campus these buses are overcrowded and slow making stops. I would gladly hop the 29 on Sherman if it was available as an option to get to work. Also it seems like the 29 bus when I see them is less than full capacity currently.



2. I think rerouting the 29 to Sherman Avenue is a good idea. It will be an easier and faster commute to the north transfer point.

Con:

1. I am a regular rider of the Route 29 bus and use the Park & Ride in Northside Town Center. I am quite surprised to hear that this stop is potentially to be eliminated and that parking may no longer be available. This mall is vastly underutilized and the parking lots are almost always empty, yet this park and ride stop location is crucial to several faithful Metro riders to get from their Madison Far North side homes to their downtown work or school destinations. I would have to think some sort of proposal could be worked out and a happy compromise achieved to retain the Park & Ride services in this mall location. It appears that addition communication between the city and the mall's owner(s) is a much needed and necessary commodity here. The North side of Madison is growing and becoming a more desirable part of Madison for residents and businesses. I strongly believe Metro would be losing out on potential future revenue and also be doing a disservice to the Northside residents (present & future) by making the proposed changes to this route. Speaking personally, without this Park & Ride location, using the Madison metro bus for my workday commute would most likely not be feasible anymore, and I would seek out other means of transportation.

Route 32

Con:

1. I want to register a comment regarding your proposed rerouting of route 32 off of Acewood Blvd. completely. I am from New Beginnings Alliance Church at 602 Acewood Blvd. We share this building with Victory Hmong Alliance Church. Besides the two churches, the Acewood Alliance Food Pantry is in this building, it is also used as a polling place, and the Rolling Meadows Neighborhood Association meets in it. For people in the area that don't have a car or who can't drive, the stops by the church building are important, very important. I urge you to please just reduce the service to the street if you must make some cut but don't completely take Route 32 off Acewood Blvd. all together. I personally cannot drive due to a vision problem and yes, I do get car rides from friends and family but I cannot always do that and need dependable bus service to get where I need to go.



Route 35

Con:

1. It is understandable if Route 35 needs to be reversed due to tight, hard right turns, but Instead of just plain eliminating the Kings Mill Way stop, which has served a number of condo associations and apartment complexes on that street for more than a decade, it would make sense to, instead, move the stop to the corner of Buckeye Road and Kings Mill Way, somewhere between Cottontail and Kings Mill Way on the return to Buckeye Road. There is a turn lane there that would accommodate a bus stop without disrupting traffic on Buckeye Road. It is a long-haul uphill to the newer Cottontail and Langley stop for the hundreds of residents that live on or off of Kings Mill Way.
2. My grandson has a disability. He has a form of Autism that makes chane difficult. He works during the week and this would complicate his schedule.
3. I take the 35 bus on Langley and dell it's so close to my work it would be so inconvenient if it closed I'm disabled.

Route 39

Pro:

1. I support routing #39 on Dempsey again, going both directions. This will give bus access to the East YMCA as well as newer structures.

Route 50

Con:

1. Ah, am I missing something here? It's a 5 minute walk from Exact Science to Rayovac and Schoeder Rd. and in order that Exact Sciences employees don't need to walk this short distance, you are proposing to eliminate service to 3 senior citizen communities and 3 schools?



Route 67

Con:

1. I am concerned about the accessibility impacts of the proposed Route 67 change for riders traveling to/from Metcalfe's Market and adjacent stores.

The current plan depends on a ".26 mile accessible walk" between Metcalfe's and a new stop on D'Onofrio. On a recent walk through that area I found that the pedestrian connection is not very good, and may pose challenges for people with mobility issues.

The main problem is that there is no continuous sidewalk on the northern side of West Towne Way adjacent to Metcalfe's Market (a point emphasized on my walk by encountering a sidewalk dead-ending into a snow pile, as shown in the attached photo). In order to reach D'Onofrio, pedestrians will have to cross West Towne Way (something already required with current stop placement) and then continue westward via the sidewalk on the south side of West Towne Way. Walking along this stretch of sidewalk encounters busy driveway traffic at the REI store entrance, and requires an additional street crossing at Zor Shrine Place.

Assuming the new 67 stop on D'Onofrio will be located "far-side" of the intersection with West Towne Way, bus riders will then have to re-cross West Towne Way back to the north side. This requires a total of 3 crossings of streets including two crossings of West Towne Way, which has poorly regulated crossings and often has heavy traffic.

As a relatively young able-bodied pedestrian, I found this route surprisingly challenging due to the multiple street crossings, heavy traffic, and lack of sidewalk continuity. I can only imagine this would be significantly more difficult for people with mobility issues, and a challenge to anyone carrying a heavy load of groceries.

The proposed change only seems fairly "accessible" if there are plans to extend the north side sidewalk on West Towne Way to connect all the way to Metcalfe's. With such a connection, reaching the bus stop would require no crossing of streets and face relatively minimal cross-traffic from driveways. If such a sidewalk connection is planned before service changes in August, then the new routing of 67 may be acceptable, but as-is, the lack of direct pedestrian routes is a major concern.

2. I think the change in the 67 route will make it harder to access the shopping areas behind West Towne Mall. I like how currently I can go to



Kohl's, Office Max, and Nordstrom Rack without having a long walk to the bus stop. I also like that Metcalfe's and Barnes&Noble are close too. It will be a lot harder to make sure I build enough time into my shopping trip to walk to and from Mineral Point Road.

UW Campus Service

Route 80

Con:

1. The proposed changes to Route 80 will result in a significant drop in ridership. A move to express service only on campus means staff and students will not be as easily able to move to meetings and classes. Also, the route changes restrict access to a limited part of campus. The 80 bus needs to go to Engineering and 21 North Park, Union South and the Kohl Center. It seems these changes are meant to provide a commuter bus for Eagle Heights residents, not a circulator service for a wide range of campus users. If that's the route you want to take, give it a new number and leave the existing 80 alone.

Route 81

Con:

1. The restructuring of route 81 will leave me with fewer options to return home on Ingersoll street from campus using public transportation late at night. I regularly use it on thursdays and Friday's to return home after most East bound routes are not frequently running. It would not be possible to walk because I am often being heavy instruments with me to and from rehearsal. Please do not restructure routes.
2. I am strongly opposed to the proposed change to 81 (eliminating service east of Lake St). There are few buses that provide late night service in general and many students live in the area 81 services. The 81 is a safe and convenient option for many. I have often taken this bus home after class or event on campus and as a female rider, this is one of the safest ways home later at night.
3. I strongly think that bus 81 should continue going up the east side to Ingersoll. I am a graduate student at UW who works many late nights on campus, and I have trouble finding a late bus home to the east side. The 81 is the only bus you can catch late at night right on campus. I hope this evening service can continue connecting campus to the east side in the evenings. Please consider that most graduate students do not live in the



square block around campus where most undergraduates live, and we rely on busses that connect campus to the east and west sides of Madison, especially at non-rush-hour times.

4. I see little difference between route 80 and the proposed route 81. Maybe I am not understanding the difference(s) other than times of operation, but it seems ridiculous to change the 81 to mimic the 80 route and disregard East Johnson. This change completely excludes anyone past Franklin Street and the Capitol Square from having access to a free and safe late night bus route. Due to the proposed changes, I would have to walk over 25 minutes from the proposed 82 Franklin Street stop in order to reach my place of residence.
5. I feel strongly that the new 81 route should continue to serve further east on the isthmus than Franklin Street. As I graduate student, I have often taken the 81 home after evening teaching or studying on campus. Having a bus that helps minimize the amount of walking I need to do alone at night has been critical to my feeling of safety. Many graduate students live on the isthmus (at Norris Court and on East Dayton, for example), and I believe the new 81 route should continue to be an option for those living or traveling further east than Franklin.

Pro:

1. I think the changes to the 81/82 routes are extremely helpful for students. Expanding the 81 to cover the west part of campus past Breese will allow students who live on that side of campus (including myself) to travel home safely at night, especially when Route 2 is the only bus that runs on the weekends to that part of campus.

Route 82

Con:

1. I currently board the 82 on Regent St, take it back to the Union, then get on the 81, which drops me (eventually) at Johnson and Pinkney. I get on the bus around 1:25AM and it get me home by 2AM. I'm concerned this complete restructuring will mess up my ride, but without times (especially transfer times) I can't really tell anything. I count on these buses to get home from work during the school year and I'm worried they won't work with the new schedules.



Route 84

Pro:

1. Full support proposed change to Route 84: Additionally, proposal includes re-routing Route 84 to serve the UW Hospital, and serve both westbound and eastbound stops. Anything that can be done to ease the burden on route 28 westbound in the morning and eastbound during afternoon peak is much appreciated.

Jenifer, Atwood & Walter Stops

Pro:

1. Like the proposal to add a stop on Eastwood, this might also help calm traffic speed and aggression along this road.
2. Like the idea of creating a stop on Eastwood and avoiding Shenk's corners.
3. I am in support of consolidating stops on Jenifer. There's no need to have a stop at every single street. Consolidating stops on Jenifer and adding the Eastwood transition seem like reasonable time-savings measures, as opposed to consolidating the most heavily used stops on Atwood.
4. Route 3 Jenifer, Atwood and Walter Bus Stops: I SUPPORT dropping the stops in the Willy St. and Atwood neighborhood (Livingston, Brearly, Few, Rogers, Evergreen/Jackson, Corry/Hudson, First). My only concern is cutting the stop at Marquette and Elmside--many parents take the bus after dropping their children off at Lowell Elementary (it has one of the higher number of boardings at 62). (But PLEASE drop the every block stops in Willy St.! I imagine you will get a lot of negative feedback, that isn't representative of everyone who rides the bus!).
5. I support removing/relocating bus stops on Williamson and Atwood areas. There is no reason to have stops at every corner. It causes buses to be late due to people getting off one stop after the other. Also it can cause traffic to get backed up.

Con:

1. Hi, I don't think that eliminating bus stops on Few and Brearly Streets among a few more are going to get people to their destination any quicker. There will be more bus riders at the new locations that will take the same amount of time to load the bus.



2. (Person is against bus stop consolidation. Content not appropriate.)
3. The Rogers stop is frequently used in comparison to other stops not being cut. I know many people who use this bus stop. I do not believe cutting this stop is the best solution.
4. I don't think you should close the Rogers St. stop as those are the closest to Marquette Elementary/ Okeefe Middle school, older children use that stop if they stay after school for programming, parents use that stop when bring kids to school or picking them up, and people that come to the school for events and voting use that stop (consider closing Riverside instead)

Bus Stop Closures

Pro:

1. I like the idea of moving bus stops to places near walk signs. I get off at Johnson and Pickney sometimes, and it is frightening to cross the street.

Con:

1. Stop 2593: Odana & Seneca (EB)
He called to say, that his neighborhood doesn't have any sidewalks, and in the winter. It could be very dangerous to walk down the hill, so he hopes this one doesn't get closed.
2. Stop 2593 Odana & Seneca (EB)
I noted today that there is a proposal to close my bus stop #2593 at Odana and Seneca/Gregory. Though I'm unable to attend the public hearing next week on Mar 11, I called the metro service to provide my displeasure along with feedback regarding this potential closure. I think it is also important that I share my thoughts with you. This bus stop is essential for our community on Gregory St, though technically it is on the Nakoma side of the street. Our neighborhood does not have sidewalks, so going down the hill during certain times of winter is treacherous. By eliminating bus stop #2593 on eastbound Odana at Seneca, the metro service is hurting the residents who are not able to walk down this hill in order to catch the bus. We rely on this bus stop day in and day out, particularly during the winter. A closure of this stop would not simply be an inconvenience it means some residents, including myself, would have to find alternate and more expensive ways to transport ourselves to work.



Mixed/Suggestions

1. Stop on Deming & Terrace (SB)

I noticed that the proposed changes for the next service update include relocating bus stops that are near railway crossings. The bus stop sign at Deming & Terrace SB in Middleton, is located very close to the crossing. It would be useful if the sign was relocated slightly further down the street in order to indicate the true location of the stop.

2. Would prefer the proposed stop at Eastwood and Russell to be a little further down Eastwood. There's quite a bit of cross traffic from Russell given the bikers on the path and traffic coming onto and from Russell. A stop would congest that intersection more. I would propose moving further down to where crosswalk is at Eastwood and Amoth Court.