



TPC 04.12.17
HAND-OUT H. 1.

Metro Transit – August Service Changes

LAST UPDATED: WEDNESDAY, APRIL 12 at 12:00p

(INCLUDES COMMENTS PREVIOUSLY PROMULGATED)

Negative Comments	11
Positive Comments	15
Other/ Neutral	2
Total Received	28

ROUTES 2/28

POSITIVE COMMENTS (+)

1. Likes stop at Aberg and Sherman.
2. Likes the elimination of inconvenient "missing link" around North Transfer Point. States Roth St. is a commercial and industrial area, and doesn't generally require bus service.
3. I support the proposed change to route 2 and 28. This change would better serve my neighborhood and the job center.
4. I am completely in favor of this change. Everyone walks towards NorthGate Mall or further to the neighborhood around Shabazz High School. It would be so much better for the bus to continue along NORTH SHERMAN and drop us off at the ABERG intersection (by Klinke Cleaners).
5. I would like to voice my support of the proposed change to routes 2 and 28 to have the service on Sherman in both directions.
6. I heard from a neighbor that Metro Transit is considering changing the route of the outbound #2 and #28 busses so they turn off of North Sherman at ABERG AVE rather than at ROTH on the way to the North Transfer Point. I am completely in favor of this change.

ROUTE 14

NEGATIVE COMMENTS (—)

1. Doesn't feel it's fair to remove bus from Westfield Rd. Recommends making route more consistent by providing service in the neighborhoods all day long, instead of running along Mineral Point Road.
2. Please don't close the stops at Farmington and N Westfield Rd. I live near there and use those stops most weekdays to commute to and from work. If you close them I don't know how I will commute to and from work.
3. I would like to voice opposition to the proposed change for the number 14 route. I live on Farmington way and take the bus every day, as several in my neighborhood do. This would affect our daily schedule and commute to work in a very negative way on a DAILY basis.



ROUTE 35

NEGATIVE COMMENTS (—)

1. Please DO NOT change ROUTE 35. This route is so long, as it is, for riders that live on the far East Side. Route 35 needs to be shortened the way it is. Thank you!

ROUTE 55

POSITIVE COMMENTS (+)

1. Lives in Midtown Commons neighborhood. Not Epic employee, but thinks bus service would be fantastic in neighborhood to get to West Transfer Point. Thinks this would make neighborhood more appealing.
2. Supports changes to Route 55. I stopped riding the bus a few months ago because taking the 73 to the West Transfer Point to switch to the 55 to Epic added half an hour to my commute each direction. Worse, if I missed the transfer coming home I would have to wait 30-60 minutes at the transfer point, and that was happening increasingly often due to traffic congestion. It appears that the new route will have a stop on Watts Road. That will trim 20 minutes off my commute each way and remove the need for a transfer.
3. I like the new proposal to serve more West Side neighborhoods directly with Route 55.
4. I fully support the new Route 55. In addition, I would like to suggest a minor change to Route 15, where instead of turning back to mineral point from "S High PT & DOnofrio (NB)", it may go via S High PT via Watts Rd to merge to "Junction & Mineral PT" This will help a significant number of people in residential apartments there.
5. I'm in general excited by the Route 55 change as many people who live in the far west of Madison will no longer have to travel east to get to the West Transfer Point, but with one suggestion. Instead of running along the beltline from Whitney to Gammon (where you can't pick anybody up) did you consider running this route westbound along Mineral Point or Odana towards West Towne mall, and then continuing on Gammon with the route proposed? There are lots of Epic employees living around the west towne mall and in general north of the Beltline for whom the closest stop would be Watts and Gammon (and still quite a hike). Or will there be a good connection with existing routes?

Staff Notes: Using local streets between West Transfer Point and S Gammon Road increases travel time. Routes 67 and 73 should provide coordinated transfer opportunities between West Towne Mall/Odana Road and the Route 55 trips, at the West Transfer Point.

NEGATIVE COMMENT (—)

1. Changing Route 55 to bypass Verona Rd. would make it harder to park in the park-and-ride location near the Military Ridge trailhead as only the more-crowded 75 would come through there.



NEUTRAL COMMENT

1. Has any consideration been given to having the 55 take Schroeder between Whitney and Gammon instead of the beltline and to make some stops along the way? On days where traffic was light on the beltline, it would likely be a bit slower but for all of the employees that live just north and south of Schroeder. It would eliminate the need for a transfer altogether. Plus it would avoid delays due to traffic on the beltline.

ROUTE 56/57 (EAST PASS/ STONECREEK)

NEGATIVE COMMENTS (—)

1. Shifting of stops where you need to cross busy, high speed, poorly lit, semi-uncontrolled intersections.

Staff Notes: These are existing conditions along McKee (unimproved, four lane rural cross-section). McKee Road is being reconstructed this Spring and Summer, with full medians and pedestrian crossings.

2. With the opening of Maple Grove Commons, a new low-income housing in this neighborhood, it's even more vital that residents have access to public transportation, please keep this route open.
3. I have just moved to Stonecreek Dr. off McKee Rd. I am a University of Madison employee and depend on the Metro Bus for my daily transportation. I am asking that you reconsider closing the stops on Stonecreek Rd. because I ride the bus into the University with quite a few students and other UW employees picked up from the same route.

ROUTE 57

NEGATIVE COMMENTS (—)

1. Changes put bus on Hammersley where there are no sidewalks. This is a safety issue.

Staff Notes: There would be no stops on this portion of Hammersley.

2. Piping Rock to Hammersley on inbound Route 57. I use the bus during peak hours daily to come downtown to work. I am a resident who lives north of Piping Rock and typically board the bus on Piping Rock, or on Whitney Way at Piping Rock, for the inbound trip.

If you change the route to Hammersley, people north of Piping Rock will have to walk 2-3 blocks south to Hammersley and wait for a bus in an area which, unfortunately does not feel particularly safe any longer due to low-income housing and the problems that come with that. From Hammersley working west, there is also a very long stretch (several blocks long) where there is no access via connecting streets, so you must either enter at Hammersley or several blocks down.

If people from the neighborhood choose to board an inbound bus on Whitney Way, they will have to cross a boulevard from Piping Rock which is very wide and busy, without the benefit of any crosswalks for pedestrians. This is especially tricky if there is snow or ice on the road, making it harder to get across quickly and safely on foot.



Whether you change the route or not, I would ask that you retain the ability to board and exit at Whitney Way and Piping Rock Rd.

Staff Notes: Curb ramps do exist on both sides of Whitney at Piping Rock. However, marked crosswalk not yet available.

ROUTE 59

POSITIVE COMMENTS (+)

1. Thank you for adding additional service into Fitchburg locations. I had been wanting to volunteer at Agrace's location in Fitchburg (on E. Cheryl Parkway), but there wasn't any service down to there on the weekends.
2. Crescent/Dunn's Marsh stop. Since the stop began on weekends and holidays maybe a year ago I have seen a rider being picked up maybe 6-10 times total. (Supports proposal.)
3. Very few people get on or off the Crescent/Sentinel Pass bus stop. When the bus drive by, generally the driver is the only person on the bus. I support proposed change.
4. This bus stop was placed in our front yard 2 1/2 yrs ago and there is a sign on it now that there is a 'proposal to close' it - please do. I have seen one young woman use it 3 times - that is it. I support proposed change.

ROUTE 72

NEGATIVE COMMENT (—)

1. Proposal to rename Route 72 along Discovery Drive to Route 73. Is this new service between Discovery Drive and Deming Way, so why refer to that stretch as Rte 73? Won't this cause confusion to riders?

Staff Notes: Proposed change is meant to eliminate this confusion.

MICELLANEOUS

1. I'm disappointed in the proposed August service changes. I'm an UW staff member who takes the bus to work 5 days a week and was hoping for some action to be taken on the overcrowded 15 route. Whether that action is making adjustments to the route (removing the Gammon/Sawmill/Westfield loop and adding that to the 14), adding more buses, or designating some buses during the evening rush hour as UW passenger priority, any of those would be acceptable. Another disappointment is the continued lack of more frequent Saturday service from the far west side.