



Proposed August Service Changes

Summary of feedback recieved as of Wednesday, 3/11/2020

New comments received after 3/4/2020 are highlighted in red

	Pro	Con	Mixed
Route 3 (Rutledge/Division St.)	1	17	0
Route 3 & 4 (Relocated to King St.)	6	8	0
Route 29	3	2	0
Route 32	0	3	0
Route 33	2	1	0
Route 35	0	3	0
Route 39	1	2	0
Route 50	1	1	0
Route 67	0	3	0
Route 80	2	1	0
Route 81	1	15	0
Route 82	0	2	0
Route 84	1	0	0
Jenfier, Atwood & Walter Stops	6	19	0
Bus Stop Closures	1	3	0
TOTAL	25	80	0

**There are 8 suggestions to some proposed updates.*



Route 3 – Rutledge/Division

Pro:

1. I also support moving eastbound traffic down Eastwood to avoid the thorny intersections around Schenk's Corners. And I support moving Route 3 off of Rutledge.

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.
7. I oppose shifting route 3 from Atwood/Winnebago to Eastwood. I teach classes at the Madison Circus Space and have many students who use the bus. This would add a great deal of distance and time to their trips to have to walk from Eastwood rather than Shencks Corners for from a stop directly across the street.
8. I write in opposition to your proposal to eliminate #3 bus service down Rutledge Street (the "via Division" segment), and to "consolidate" (i.e., eliminate) stops on the line in this area, including eliminating the stops on Walton and Rutledge Street as well as the stop adjacent to the Wil-Mar Center.
9. Keep the #3 bus through the interior part of the neighborhood traveling via Rutledge. The #3 already alternates so it only travels via Rutledge on an hourly basis. I don't see how its elimination will improve transit times. We currently receive bare bones bus service on off peak hours with this schedule. We've had the #10 eliminated via Rutledge/Oakridge so I strongly oppose more reductions. I would support keeping the #38 all day long as an alternative, if they extended the bus hours. The last Eastbound #38 bus leaves its starting point at 6:30 pm which is too early for me, and I often miss it at the end of my workday. The ending routes in the morning and evening dictate my work hours, and I'd love more flexibility in the times that I see patients. Often times, I there is standing room only on the #38 bus from Rogers and Spaight to University and Park, so it seems there is good demand for bus service that serves the

interior streets of the neighborhood.

10. I am very distressed to see that Madison Metro is contemplating elimination of Route 3 trips along Rutledge as well as the elimination of several stops through our neighborhood. I have lived on the 1500 block of Rutledge St for almost 17 years. I work on the UW campus and take the 38 or 3 to and from work in the winter or during bad weather. The rest of the time I ride my bike. I am dedicated to using a car as little as possible. I do not support removing service off Rutledge St.
11. I would encourage you to keep the Route 3 "via Division" segment in place. There are several older/disabled persons from surrounding blocks near and along Rutledge who catch the bus at Rutledge & Walton and I think they would be adversely affected by the elimination of this segment.
12. I just want to express my vote against the move of the 3 route away from Division St. I often times try to catch either that one or the 38 at the Division and Oakridge stop near Jenifer St. market since it covers both of them even though its 3 blocks away from my house vs the 38 stop that's one block away. If I happen to miss one of them by a minute or two having to walk 3 more blocks to try and maybe catch the next one doesn't generally work out so well.
13. I do not support the decision to move the Route 3 from Rutledge/Divison streets.
14. I write to express my opposition to the proposed elimination of bus service via route 3 along the Rutledge Street corridor.
15. I do not support eliminating bus service on Rutledge St.
16. Removing service on the "Via Division" segment of route 3 is a bad idea. This will create an undue hardship on those riders living around Lake Monona along that stretch. The walk to the Winnebago route will be too much for some.
17. I am writing to advocate keeping the 3 bus route as is, as changing it would increase challenges associated with getting to/from work for myself and others along the 3 bus route.



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.
3. I support the proposed changes to route 3, particularly the shift to King St downtown. This route has always been unpredictable in its timing. Thank you for proposing these changes so route 3 will be more consistent.
4. I am writing in support of the proposed change to Route 4 onto King St. This will help the bus get faster to the Capitol and not run into traffic on Wilson/MLK Jr. Blvd.
5. ROUTES 3/4/7 : I support simplification of these routes, and the use of King St. instead of Wilson St. and MLK, Jr. Dr.
6. I support moving routes 3 and 4 service to King St.
7. Thank you for proposing these changes. I think relocating routes 3/4 to King St. will help improve the buses to be on time.
8. Let me start with the one proposal that makes sense regarding changes to routes 3,4 & 7. That proposal is moving westbound buses back to King St. I remember when buses were moved from King to E Wilson, MLK & E Main. What a huge time-waster. Anyway, kudos for bringing service back to King St.

Con:

1. Eliminating Bus Access to City and County Buildings makes no sense at all.
2. I have a concern about changing route 4 from MLK to King street. If I would go to art fairs on/off the square and then want to take a bus home from Monona Terrace area, I'd have to walk farther to get 4, 5 or 2/13. Bus detours would occur that day anyway. Buses don't run as often on weekends/evenings. I'm not using a cane now but that could change as I get older--I'm 72. Otherwise the change seems like it would work most of



the time.

3. Good afternoon, I request that the Route 4 Eastbound remain traveling down Wilson Street to MLK Blvd. Several riders get off at that stop to go to jobs at DOA building, 1 W. Wilson, Monona Terrace, and the City County building. Thank you for your time and attention.
4. With moving the stop from MLK Jr Blvd to King Street, this greatly increases the amount of walking on both ends of my commute to and from work. I could see if this proposal was temporary to accommodate the Wilson Street construction, but movement of this stop impacts a lot more downtown workers than your explanation on your site considers. You mention City-County, Madison Municipal and Monona Terrace buildings. You neglect to mention 1 W Wilson - Department of Health Services, which is brimming with state workers who have no options for affordable parking offered and rely on public transportation.
5. I'm a regular near eastside bus commuter. I'm opposed to the relocation of Route 3 & 4 stops at MLK to King St
6. I am against taking off the route 4 on Wilson St. and moving it to King St. I ride the bus everyday to work and get off on MLK Jr. Blvd & Wilson. Moving this route will inconvenience many commuter trying to get to work.

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.
3. I support moving the bus to Sherman Ave.

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.

2. **Eliminating stop #5256 would likely reduce ridership on route 29 significantly. This stop picks up and drops off between 5 and 10 riders on each bus each day, which is a substantial number of riders on Route 29. Many riders patronize the businesses at Northside Towne Center after being dropped off each day and this change will likely reduce that business. In support of the Mayor's interest in sustainability it would be unfortunate for these riders to stop using mass transit and start driving into downtown. Also, because Sherman Avenue south of Northport Avenue only has one driving lane it gets congested and would pose more of a hazard to bikers and the cars trying to pass the stopped buses.**

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.

2. While I am definitely in favor of increasing service to the new Pinney Library, I hate to do so at the cost of existing routes. If there is any way to increase service to Pinney without disrupting the service to Acewood Blvd. on Route 32, that would be my preferred choice. Understanding the need for a neutral budget, though, I can understand why this change has been proposed to better serve the new Pinney Library. While it certainly inconveniences those of us who are used to catching the bus along Acewood, I concede that we can still catch the bus if we walk farther and catch it at Cottage Grove and Acewood or on the far side of the route where it runs up Merryturn. This will work for most people, and I agree that the improved service to Pinney will be worth it. I acknowledge that making sure everyone has access to the new library is in service of the greater good, so if this is the best way to achieve that goal, I guess overall I support this proposal. For me personally, though, this proposed change probably means I will stop riding the bus. My 2-year-old son and I enjoy riding the bus into downtown about once a week to go to the Children's Museum or Central Library or other events during the day. With the lack of service on Acewood, though, that will be simply too far for his little legs to walk to get to a bus stop, and we will stop doing that. But we are lucky that we ride the bus because we *want* to, not because we *have* to. I enjoy not having to deal with parking downtown, and he enjoys the experience of riding on the bus. The proposed route change means we will stop having that option, and we will have to drive downtown and add to congestion there. So it's inconvenient for us, but not the end of the world.
3. One major concern of mine is The Ace Apartments, a mixed use development that includes affordable housing for people with disabilities, will begin construction at Cottage Grove Road and Acewood (where the vacant Sentry is) in the next couple of months and they were dependent upon that transit being there, in fact I thought they had worked out improvements to that bus stop with Metro? I know having that transit there went into them getting WHEDA funding approval. Again, this is affordable housing specifically for people with disabilities so moving the bus stop away from there seems extremely problematic. In fact, the parking ratios for the development are smaller than average because of this.



Route 33

Con:

1. This is a formal written comment to oppose the proposed service change to Metro Route #33, the reversal of the direction of travel over most of the route's journey. I've done a little amateur analysis of the ridership numbers and the routing, and this change overall negatively impacts far more riders than it positively impacts.

Pro:

1. I'm in favor of proposed changes for August 2020 for Route 33. As a resident near the bus stops at Milwaukee St and North Star Drive, my commute to UW-Madison campus would be greatly improved by reversing the loop. Thank you.
2. I'm in favor of the Route 33 proposed change.

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.

Con:

1. I live off of Vondron Road, and this bus is my only viable method of transportation between work and home. It serves as a very direct route at a reasonable hour, both to my place of work and back home again at the end of the day. If service was removed from Vondron and Buckeye, my daily commute would become far more burdensome upon me, as well as upon other coworkers and friends who I know to also use this same bus. It's very disappointing to me that it seems like changes to this route are a semi-frequent topic of your public hearings. I understand that you have a bottom line for profit margins, but this bus is my livelihood.
2. The Lake Edge neighborhood is already under-served by buses. The 38 is only peak time. By changing the route for 39 and removing it from the Buckeye area, this area of Madison will have even less access to buses. It needs more, not less.

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?

Pro:

1. I support the proposed streamlining of this route, away from Struck St.

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.
3. I'm concerned about the increased walking distance that would be required to reach Metcalfe's and Barnes & Noble



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.

Pro:

1. Thank you for the proposed changes to the Route 80 and Route 84 service. I rely on the bus to go to class from the health sciences campus to near Charter and Linden. I get the 80 bus at the HSLC, so I am early in the route. At least half of the time eastbound, the bus passes people without taking passengers, because the bus is so full. The bus also passes people westbound too. I am hopeful that these changes will make the passing passengers less frequent.
2. The added frequency during standard weekend mid-day service on Route 80 is a very welcome change. The current infrequency is quite inconvenient and the changes are very appealing.

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.

6. The proposed changes to the 81 route are negligent and don't reflect the needs and ridership of the bus. Regarding the proposed changes to bus routes 81 and 82, I think that Metro Transit needs to consider how much of campus/the isthmus they are cutting out with these changes. The proposed changes barely service the Isthmus. There are many students, especially graduate students, who live on the Isthmus at distances further than the proposed-easternmost point at Franklin Street who would be cut out of an easy, and safe, route home after dark.

These changes also make getting the bus more inconvenient for those on campus (heading to the Isthmus) in several ways: it would no longer pass through campus and would then require either transferring from the NEW 81 route to the NEW 82; it would force passengers to walk from various parts of campus to Memorial Union, over Bascom Hill, which is an accessibility issue in itself; it would also force passengers to walk for

longer distances through an area of campus with higher-than-average crime rates (Observatory Drive).

7. I will be a resident at the corner of Ingersoll and Gorham starting Fall semester and I am concerned that 81 will not serve Ingersoll any longer.
8. I'm writing to provide feedback on the proposed changes to bus route 81/82 on your site. The proposed changes would eliminate my route from home to my campus office, and thus I am not in favor of them. It seems that anyone trying to get to the far-East portion of the route (north of the capitol) would have a hard time unless they can get to memorial union. However, memorial union is really far on the east end of campus, and a substantial walk from many places on west campus. I fail to see how the new route designs serve the largest portions of students, since the new 82 route would cover an area that is largely walkable, and the new 81 route travels in a wide circle that might get some students from campus home, but only if they are headed south or live by the hospital. I urge the committee in charge of these changes to consider their impact on many students like me who need to get from west campus to the north capitol area.
9. The changes to the 81 and 82 would be terrible for students who have friends who live across campus. I use the 82 on nights and weekends solely because it goes all the way from Regent to the east side of campus. Restricting it to serve only one side of campus makes absolutely no sense.
10. I am a resident of the near east side (Johnson & Paterson) and a graduate student/teaching assistant at UW-Madison. Many other graduate students/teaching assistants also live in this area. I am writing to urge against the proposed changes to the 81 bus. I frequently utilize the bus to get home from campus, where I am often working late into the evening. It gives me a safe way to get home after dark, as many parts of campus and residential streets are not well-lit. Please do not cut off the near-east side--where a substantial number of graduate student workers live--from this vital service.
11. Keep the 81 Route the same, but run it more often. The 81 needs to run past the capital and into campus.
12. Please don't change the 81. I rely on it so much
13. The proposed changes to route 81 no longer serving as far east at Ingersoll and instead of stopping at Franklin will heavily impact the large



population of undergrad and graduate students in the Tenney Lapham neighborhood. Being a regular commuter to the campus, this bus route is crucial. Driving a personal vehicle to the campus is unrealistic given the amount of available parking and congestion that occurs around campus.

14. I heard about the rerouting proposal for route 81. Please let the existing route stay as it is an important connection to the east side of campus. Getting to places beyond Memorial Union will make it cumbersome in 82. Just give the 81 more time between trips as the delays are mainly due to bad road conditions during the winter.
15. The 81/ 82 changes are less welcome because there are already so few options for getting from the Memorial Union area to Regent St and the proposed changes create even fewer/ less appealing options. The 82 is a bus I use very frequently to get to Regent street and the change to the opposite looping 81 is very unappealing since there are sufficient routes that go from Regent to Memorial Union (provided minor walking).

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 gets 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.
2. The 82 line is currently the only bus line that runs clockwise in a loop just around campus. This is especially helpful for those like myself who live in the neighborhoods south of Union South, even more so at night when buses run less frequently, because instead of needing to ride the 80 either all the way around or get off at the nearest stop in the rotation or wait for one of the other bus lines that have more straight line paths like the 6 that are more infrequent, the 82 would go to the southern neighborhoods first, leading to a quicker ride home. I personally have significantly benefited



from having just one bus line that follows a clockwise loop, and I know my neighbors have as well, and with the proposed changes to the 81 and 82 lines we would be stuck with no quick public transit method to get home at later times of the day. I think the route proposed is fine, I would just like the direction to be reversed along with any appropriate rerouting to follow traffic patterns.

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.

6. I just want to express general support for the elimination of too-close bus stops down Jenifer St and associated routes. I expect that most of the time you hear from people only when they don't like changes. But I agree with making the bus routes logical, on-time, well-spaced and consistent with best practices. I don't have any opinions for or against the removal of any particular bus stop, but I support the effort.

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)
5. We live near the #3/38 bus stop on Rogers & Spaight. We do not want to lose that route. Having kids, we use the stop regularly and it's hard to get them to a further stop. We've already had reductions in service to this stop and we do not want further reductions.
6. Jenifer & Livingston Stops: The majority of us can not afford cars, and literally every single person in our home uses the bus system multiple times each week. While having a shorter bus commute would be nice, I'd prefer a bus only lane on the streets rather than shutting down our stop. I always make an effort to shovel our bus stop because it's so important to our house and to our neighbors.
7. Jenifer & Brearly Stops: I oppose the proposed elimination of the stop at Brearly of ROUTE 3. This stop should not be eliminated because it is



critical for children and seniors who rely on the services provided by the Wilmar Neighborhood Center.

8. Jenifer & Few Stops: that bus stop is a big factor in my ability to live and work downtown with limited alternate mobility.
9. Jenifer & Brearly Stops: The Wil Mar Center provides programming to a wide variety of Madison residents and has a food pantry, so I implore you to keep as many bus options open as possible to this important community space.
10. Jenifer & Brearly Stops: Please don't eliminate the stop nearest to the Wilmar Community Center. This facility is used frequently by older and disabled adults who travel with difficulty. Their access would be greatly reduced.
11. Jenifer & Brearly Stops: Additionally, I urge you not to eliminate the stop located near the Wil-Mar Center. The elderly who use the #3 bus will appreciate the continued proximity. In fact, persons who are able-bodied cannot fully understand how important such proximity can be to the infirm.
12. Jenifer & Brearly Stops: I support keeping the Brearly stop to maintain easy access to the Wilmar Center.
13. Williamson & Rogers Stops: I also support keeping the stop at Rogers and Willy St. which is closer to the school than the Dickinson stop. I paced the distance between Dickinson and Russell and it is approximately 0.337 miles if Rogers was eliminated. This exceeds the Metro's policy of keeping stops 0.25 miles apart which I think is an excessive distance and a misguided policy. The Rogers stop shortens the distance to 0.328 miles. Perhaps they could put a stop at Thornton and Willy St and this would serve the neighborhood and the school. I think it's important to keep a bus stop as close to the school as possible and also keep bus service available to those of us who live on both sides of the river.
14. The Schenks corner area is a bustling economic area of the eastside. With parking at a premium in that area, eliminating bus stops in that area seems to be antithetical to encouraging people to visit businesses in those areas and to use the buses for transportation. If they can't get to their destination by bus, and if they can't park, and biking or walking distances does not work for them, I suspect that they will just stay home.



15. Please, please, PLEASE don't close the Route 3 stops on Walter at Hargrove. This stop is especially important to bike/bus commuters due to its proximity to the bike path crossing right next to the stop. This stop also provides important access to parts of the neighborhood that are east of Walter Street.
16. Jenifer & Brearily Stops: It is a bad idea to eliminate so many stops along Atwood, Winnebago, Williamson & especially Jenifer St. One stop in particular, Brearily & Jenifer, provides close access to the Wil-Mar Center. The center provides services for children, seniors and those less fortunate, some of whom depend on the bus exclusively for transportation.
17. Please do not eliminate the stops on Jenifer & Few. I am 65 years old and use that stop daily. If removed, I will have to walk farther to catch my bus.
18. I am writing against removing the bus stop at Atwood and Hudson on the #3 route going westbound and adding a stop on Waubesa.
19. I am writing to ask that bus stops on Jenifer, Atwood and Walter not be removed from service. I am a regular bus rider and my trips would be adversely affected by the removal of stops. I also observe many folks using the stops which would be removed. Even though the stops adhere to the 1/4 mile distance that Metro has established, the sidewalks are almost always treacherous in the winter, and myself and others may need to take alternate transportation if walking a quarter mile in those conditions is our only option.

Other 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.

3. Oakridge & Dunning Stops: I am writing because I am an Oakridge avenue resident and use Route 38 stops 1556 and 1287 on a daily basis, I do not support removing these stops.

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.
3. Ask Parks for permission/easement to have a park & ride stop in Warner Park, The bus could pull into the park from N Sherman pick up riders there and exit on Northport Drive. This would allow riders who catch the bus on Northport, Elka and International to continue to board the bus at these stops. I have spoken with current riders at these stops and they have indicated that proposed Sherman and Aberg stops require them to walk much further and thus are unreasonable.
- Please publish during this public hearing period the actual bus stop times for the proposed new route. We know that you will do this for any route once it is approved, so why not do this now since you have already proposed a new route? We ask this because, per your response below,



arriving downtown five minutes later than the current route is the difference for many of us of arriving to work on time or being late; thus deciding if we use Metro or not.

- Alternately, if absolutely necessary, you should adjust arrival times for the new route to ensure that arrivals downtown and on campus are at current times.

4. With the closing of the Park & Ride at Northside Towne Center, the city should look at creating one or more Park & Ride lots to replace that. One good location would be north of Tennyson Lane where a developer is planning a large addition of single family homes (Rifken). That land is all empty now, it would be easy to build a Park & Ride. People could turn north to park there easily from anywhere on the Northside, it's only a mile or two.
5. Route 81 Suggestion: Run the (new) 81 all day long! It would be very helpful for the students who live off-campus.
6. Please don't shorten the 81 by almost a mile. If Ingersoll is too far for most, please consider turning it at Paterson instead so it continues to serve Tenney-Lapham!
7. If you insist on eliminating the Rutledge/Oakridge service, then you should not eliminate any stops on Willy or Atwood Streets.
8. Rte 3 - During rush hour, please keep times staggered so that riders can still take Rte 58 heading west as a supplement to the rte 3. Please do not have the scheduled times changed for the rte 3. Caller is not able to attend public hearing.