

## Summary of Listening Sessions (4/6/2006)

### **Weds. February 15, 2006: LaFollette High School Public Meeting with Latino Parent Group**

Metro made a presentation of new Route 16 to a Latino Parent Group at LaFollette High School on February 15, 2006. Tim Sobota, Sharon Persich, and Mauricio Comacho (bilingual Metro operator) were on-hand to make the presentation and answer questions. Metro's presentation was given in English with simultaneous translation into Spanish. There were no questions initially. Staff asked if anyone in attendance used the bus (0), and if anyone lived in South Madison (1). Bert Zipperer provided more information about events leading to funding of the route and credited instrumental staff of LaFollette High School. Following his remarks, someone asked if anyone could use the route, suggesting there was some confusion about whether the route was just for LaFollette. Staff clarified that the route is for the general public and pointed out other destination possibilities. The presentation lasted 30 minutes.

Sharon Persich  
Metro Transit Planning & Scheduling Mgr.

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### **Thurs. February 23, 2006: Prairie Hills Neighborhood Association**

Catherine Debo and Colin Conn made a general presentation concerning Metro transit services, specific transit services offered in the Prairie Hills area, and proposed changes in route services planned for implementation in the fall of 2006. They also showed areas in the High Point-Raymond vicinity where surveys are currently being conducted to determine interest in expansion of service to those areas. One gentleman indicated that he regularly rides Routes 56 and 58 and asked if there would be changes there. Colin indicated that the only changes planned were to speed up route 56 by using Campus Drive on certain trips rather than using Old University. Two people who said they owned rental apartment properties in the areas being surveyed indicated interest in expansion of service in those areas, specifically in the Mid Town Road area, because they have trouble attracting tenants who would be interested in using transit services. People attending the meeting thanked the Metro representatives for the presentation.

Catherine Debo  
Metro Transit General Manager

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### **Tues. March 7, 2006: Wexford Village Neighborhood Association**

Catherine Debo and Colin Conn made a general presentation concerning Metro transit services, specific transit services offered in the Wexford Village area, and then answered questions by people about specific route impacts. Colin compared a map of existing services with those proposed, showing clear improvements in consistency and simplicity of service. People interested in the Old Sauk/Sawmill area appeared to be pleased with the expansion of service on Route 15 to all-day service on weekdays. On weekends, people in the Old Sauk/Sawmill area would have direct connections to West Transfer Point, West Towne Mall, and Target, but would have to transfer at West Transfer Point to go downtown. One gentleman asked about service from the Tree Lane area to Edgewood College. He takes Route 58 and 3 for that purpose. Colin indicated that there would be no change in those services on weekdays, other than minor schedule adjustments. People in the Tree Lane area going to West Towne Mall or West Transfer Point would board Route 67 on Mineral Point Road (without need to cross Mineral Point) to go to those destinations. Route 67 would operate every half hour on weekdays. Colin also spoke about direct service by Route 14 from the Tree Lane area to UW/downtown.

Catherine Debo  
Metro Transit General Manager

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### **Weds. March 8, 2006: Greenbush Neighborhood Association**

Sharon Persich and Colin Conn presented weekday and weekend service proposals to a group of approximately 15 residents. The neighborhood stands to gain significant service improvements from revisions to current Route 27 (proposed Route 44) that would provide service to the west campus as far as Babcock and Linden, and from a new south campus circulator. Staff also reviewed changes in Route 5 affecting Olin Avenue (new Route 13) that will provide continuous service on West Washington Avenue abutting the neighborhood.

Reaction was positive. Comments/questions included:

- Route 8 to Hilldale--One member of the group indicated using Route 8 to Hilldale from Mills and University. Staff pointed out that she would be able to use Route 2, which has already been re-routed into Hilldale on all trips.
- Left-turn signal from Park onto Erin--The neighborhood has had a standing request for a left-turn signal from Park onto Erin and asked for Metro's support to accomplish this.
- Route 44 South to West Campus—It was questioned whether this route could go even further west, with one member indicating a need to reach University Station. Staff indicated that the route had just enough schedule time at current service levels for the proposed pattern.
- South to East Link--Someone suggested linking Route 12 at Dutch Mill to Routes 39 to establish a east side connection. Staff presented Route 16, which was very positively received.

Sharon Persich

Metro Transit Planning & Scheduling Mgr.

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### **Weds. March 8, 2006: Dudgeon/Monroe Neighborhood Association**

Sharon Persich and Colin Conn presented weekday and weekend service proposals at a meeting of the neighborhood association board on March 8, 2006. The primary service change in this neighborhood is a reduction in weekend service frequency on Monroe Street. Weekday changes are minor and involve some phasing adjustments during peak times. Staff also reviewed changes on Route 6 to the west and along Regent Street.

Questions tended to focus on funding issues in response to the weekend service reduction on Monroe Street. Staff provided a brief overview of the history of transit funding and the trend in recent years of static or declining funds relative to increasing costs, resulting in an ongoing need to pursue operating efficiencies. Someone questioned the potential to save operating costs with smaller buses. Staff discussed the operational and economic disadvantages of using smaller vehicles while noting their benefit from a public perception standpoint. In response to a question about what the neighborhood might do to show support for transit, staff suggested making such statements at public hearings. Someone also suggested that Metro write regular articles for publication in the neighborhood newsletter.

Sharon Persich

Metro Transit Planning & Scheduling Mgr.

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## **Tues. March 14, 2006: Allied Stakeholder Meeting**

Colin Conn and Sharon Persich attended this meeting on March 14, 2006. Key points about the proposals for Allied Drive in the presentation included:

- Route 19 would operate via Bassett/Broom/West Washington to the Square instead of State St.
- Route 19 would be scheduled to achieve separation with Route 3 on Monroe St.
- Route 19-Allied loop during peak hours would not operate on Allied between Lovell and Frontage to reduce “loopiness” and duplication of service (nearest stops are within a two block walk). Service in the loop would also be “commuterized” for direct service inbound in the morning and outbound in the afternoon. Outbound a.m. and inbound p.m. service would operate on Verona Rd. This more efficient routing would be similar to how other loops operate in the system.
- Route 18 on weekends would be hourly in both directions.
- On weekdays and weekends, Route 18 will not operate on Crescent/Red Arrow Trail.
- Allied area would continue to get half-hour service on weekends. Two options are being considered: 1) operating Route 19 which would give direct service to downtown; or 2) operating a Route 18 loop from the West Transfer Point that would also serve Tokay and the Sequoya library. Funds for operating half-hourly service on weekends in Allied would be pursued through a state grant (JARC).

There was a lengthy discussion on the proposals. Key points made by members of the group were:

- A request for ridership counts at stops on the section of Allied that would not be served during peak hours.
- Regarding a Route 18/WTP loop via Tokay on weekends, direct service to the Sequoya library is not necessarily a positive because it assumes residents “feel comfortable” going to that library.
- A desire for direct service from Allied to the Job Center. Discussion clarified that W-2 residents are required to attend classes at the Job Center daily and it takes well over an hour one-way. The possibility of using grant funds for a service that would start at the West Transfer Point, follow the beltline to South Transfer Point, and then go direct to Job Center was suggested. Names of Job Center staff were provided.
- A need for direct service to the Department of Corrections on Raywood (staff indicated this would be available on new Route 16).
- A desire for more public meetings on the proposals in the neighborhood in addition to the March 24<sup>th</sup> Community Meal Meeting already scheduled.
- More direct cross-town service.
- Longer span to accommodate 2<sup>nd</sup> and 3<sup>rd</sup> shift employment. (In response to information that many Katrina victims work at Sitel, staff indicated that Route 73 would provide 30-minute weekday/60-minute weekend service to Sauk Trail Business Park).
- A feeling that low-income persons are not considered in Metro plans.

Sharon Persich  
Metro Transit Planning & Scheduling Mgr.

**Mon. March 20, 2006: Sauk Creek Neighborhood Association**

Catherine Debo and Colin Conn made a general presentation concerning Metro transit services, specific transit services offered in the Sauk Creek area, and then answered questions by people about specific route impacts.

Colin compared a map of existing services with those proposed, showing improvements in consistency and simplicity of service. People in the Sauk Creek area expressed support for the expansion of service on Route 15 to all-day service on weekdays. Route 15 will be more direct and faster as well.

Colin explained how Route 14 would replace segments of the current Route 65 in the Westfield area, providing peak hour service on weekdays to downtown.

He explained how Route 73 and Route 67 would work from West Towne Mall.

On weekends, people in the Sauk Creek Neighborhood would have direct connections via new Route 68 to West Transfer Point, West Towne Mall, and Target, but would have to transfer at West Transfer Point to go downtown.

There was a question about whether there would be service to Greenway Station on weekends. Colin said no, not at this time.

In response to a question about service on Highpoint Road, Colin indicated that Highpoint Road between Old Sauk Road and Mineral Point Road would receive much less service on weekends. People could walk north to Old Sauk to catch Route 68 or south to Mineral Point Road to catch either the 68 or the 67.

Concerns were voiced about service on weekends to Tree Lane. Colin indicated that currently there is no direct service to Tree Lane on weekends, but the design of Route 67 makes it safer to use as people would be able to board on the north side of Mineral Point Road because of the route's short loop west of Gammon Road.

The Chairman of the committee expressed his sense of the meeting that people were supportive of the proposed changes.

Catherine Debo  
Metro Transit General Manager

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**Tues. March 21, 2006: Burr Oaks/Bay Creek/Brams Neighborhood Association**

Colin Conn and Sharon Persich attended this meeting at the Harambee Center on March 21, 2006. Key points about the proposals for these areas included:

- Route 13 will replace Route 5 on Olin Avenue and provide 30 minute peak/60-minute off-peak service on weekdays, and 60-minute service on weekends. The route will use Park and Johnson to the Square instead of lower State St.
- Route 4 remains unchanged.
- Route 5 will operate on Park Street and use West Washington to the Square (instead of lower State St.), giving regular service to West Washington Avenue. The route will be faster to the East Transfer Point (45 minutes).
- Route 12 will operate on John Nolen to the Square (instead of Olin/Park St.), and then from the Square it will be express to the West Transfer Point. The route will replace Route 41 on Waunona Way.

- Route 11, a counterpart to Route 12, will replace Route 65 and provide service on campus, then outbound via John Nolen, Nob Hill Rd., Broadway to Dutch Mill.
- Route 16 will replace Routes 31, 41, 42, and 43 and provide 30-minute peak/60-minute off-peak service weekdays and 60-minute service on weekends between the South Transfer Point and the East Transfer Point.
- Route 18 will serve the south Frontage Road and Coho loop.
- Route 40 will serve the north Frontage Road and operate on Grandview instead of Todd Drive.
- Route 44 will replace Route 27 to the campus and provide service to the west campus as far as Linden and Babcock. From Linden, Route 44 becomes Route 27 to the North Transfer Point.
- Route 47 will only operate via Fish Hatchery; Route 5 on Park Street.

Questions/requests/comments included:

- A request to restore Route 44 (current Route 27) to Fisher Street.
- Questions about why route names were changing for 27 (to 44) and 5 (to 13 on Olin). Staff explained the confusion that could arise.
- A request to operate Route 16 on Lakepoint Drive (staff explained that the route does not have enough time, and that tradeoffs also had to be made on the east side in order to ensure a 45 minute schedule).
- A request for later a.m. peak trips on Route 44 (staff indicated that the last trip is now 9:15 am)..
- Questions were asked about security at the South Transfer Point and on school dodgers.
- A suggestion to implement Route 16 a week early to facilitate student orientation at LaFollette.
- Questions about use of smaller buses (staff explained the additional operating costs of this).

Sharon Persich  
Metro Transit Planning & Scheduling Mgr.

**Weds. March 22, 2006: Regent Neighborhood Association**

Catherine Debo gave a general presentation about Metro and the purpose of tonight's presentation.

Colin showed maps of services currently provided in the Regent Association area and talked about routes which go through the neighborhood which would see some changes, including:

- Route 19 - which will see some routing changes downtown and at Allied;
- Route 6 - which will be renumbered and see some revised routing beyond the West Transfer Point on weekdays and weekends;
- New Route 7 which will replace Route 6 weekend service on Tokay/Toepfer/Regent and operate hourly on Regent (providing same level of weekend service as at present) as far as Randall rather than turning on Breeze Terrace on weekends;
- New Route 7 will also operate hourly on weekends along Monroe Street and Odana to the West Transfer Point, replacing Route 3 which currently operates in that area every half hour on weekends.
- New Route 11 will replace the segments of current Route 65 on weekdays in the area of Segoe/Regent/Midvale, start at the West Transfer Point and go onto campus before going downtown.

Members of the audience asked questions about some routes and service areas:

- What will happen to service on Old University Avenue?  
Routes 14 and 15 will operate on Campus Drive in order to speed-up those routes. Midday, Routes 9 and 19 will offer fairly frequent service along “old” University Avenue. Additionally Route 37 will serve the area during the morning rush with 15 minute service. In the afternoon rush hour Route 37 will still be providing the necessary frequency on University Avenue between Park and Walnut. On weekends, “old” University Ave. will be served by Routes 2 and 8. Bus phasing is an issue, diluting the benefit of having 2 routes serving the corridor, but we are comfortable relying on the half-hour service levels provided by Route 2 on weekends.
- What will replace Route 61 to Greenway Station?  
Route services to and in Middleton will be re-numbered in the 70s. Commuter service to Greenway Station from University Ave. will be more direct and faster. Midday service will increase from 90 minute to 60 minute headways.
- Will there be weekend service to Middleton?  
Not yet. Middleton is funding the expansion of weekday service and hopes to be able to fund weekend service sometime in the not-too-distant future.
- When will the South Campus loop service start?  
Not sure. Possibly as early as July. Possibly in the fall with the rest of service changes.
- How will people get to Cub Foods/Kohls if Route 6 is cut west of the West Transfer Point.  
People will take Route 67.
- What will replace Route 3 on weekends?  
Route 7 is proposed to operate hourly via Monroe/Odana and hourly via Tokay.
- Will there be reduced service on “old” University at night?  
Yes, only Routes 2 and 19 will operate on “old” University.

The Chair thanked the presenters as did members of the audience.

Catherine Debo  
Metro Transit General Manager

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### **Friday March 24, 2006: Allied Community/Dunn’s Marsh**

Catherine Debo introduced the topic by giving some general information about Metro and gave the purpose of the meeting. Colin Conn focused his presentation on Routes 18, 19, and changes in Route 6 west of the West Transfer Point.

#### Weekdays

- Route 19- service would not operate on Allied Drive north of Lovell Lane to eliminate service redundancy created by the current route. Nearest stops are within a one or two block walk. Service would also be “commuterized” for direct service inbound in the morning and outbound in the afternoon, while eliminating “reverse commute” service to and from the Allied loop as well as from the Crawford/Whenona loop. Outbound a.m. and inbound p.m. service would use Verona Road, bypassing these loops. This more efficient routing would be similar to how other loops operate in many routes of the system. Currently morning service operates in this manner, but the routing principle would also be

applied to afternoon service, acknowledging the fact that afternoon reverse commute service on Route 19 garners very few riders from this area, which is also served by Route 18.

- The Route 18 “via Midvale” would operate on Tokay rather than Odana for two reasons:
  - left-hand turns from Whitney Way onto Odana Road are very time-consuming as buses often take two signal cycles to make the turn. Because Route 18 tends to run late, the purpose is to speed up the service for timely transfer connections at West Transfer Point.
  - The change is also proposed in response to requests from residents in the Allied loop for service to a library, which this change would facilitate as the Sequoyah Library is near bus stops at the corner of Tokay and Midvale boulevards.
- The Route 18 “via Reetz” would operate along Allied Drive between Lovell Ln. and the Verona Frontage Road; and no longer serve Crescent Rd. or Red Arrow Trail. This change streamlines service in this area (helping buses maintain schedule) and is seen as a trade-off for changes proposed for Route 19 changes detailed above.
- The Route 6 will run between West Transfer Point and the far east-side. Segments of the current Route 6 west of the West Transfer Point are being re-numbered for the sake of simplifying route identification.
  - On Weekdays service from West Transfer Point to West Towne Mall, Cub Foods, etc. will be provided by a new Route 67 which loops through the Mall using Mineral Point Road to D’Onofrio and West Towne Way and back to WTP again via Mineral Point Road, every half hour on weekdays.
  - On Weekdays, Route 73 is proposed to operate every half hour during peak periods (hourly off-peak) from the WTP serving Watts and Junction Roads, past Target to the Old Sauk Business Park, and then returns to West Transfer Point. Most trips would interline and become Route 70 trips at the intersection of Deming Way and Gialamis Drive, extending the route to Greenway Blvd. and the City of Middleton and points east. This route would not go into West Towne Mall or into the Target Store on Junction Road, but would serve nearby bus stops.

### Weekends

- Allied area would continue to get half-hour service on weekends from Route 18.
  - The “via Midvale” would be a short loop route in the Allied Neighborhood connecting to West Transfer Point only using Tokay Blvd and run hourly, opposite the “via Reetz”.
  - The “via Reetz” would operate along the same route as at present hourly – connecting the Allied Neighborhood to both the West and South Transfer Point.
- Route 6, west of the West Transfer Point, would be replaced, as on weekdays by Route 67 which would loop through West Towne Mall every hour using the same route described above. This route would be offset in departures from West Transfer Point by **Route 68** which would go into West Towne Mall, and then on to Watts Road, Junction, terminating at Prairie Towne Center, where it would become **Route 75** serving the Old Sauk Business Park from Excelsior Drive. From there, the bus would use Old Sauk Road, Old Middleton Road, Capitol Avenue, University Avenue, and Whitney Way back to West Transfer Point.

In a question and comment session, one woman expressed strong concern about Route 18 “via Reetz” on weekdays not operating on Crescent or Red Arrow. One woman expressed support for Route 19 operating on Crescent and Red Arrow.

Catherine Debo  
Metro Transit General Manager

## Sunday March 26, 2006: Westmoreland Neighborhood Association

Catherine Debo and Colin attended meeting. After a general introduction and remarks by Ms. Debo, Mr. Conn reviewed changes in the Westmoreland neighborhood concentrating on Routes 6, 67, 73, 11, 58, 3, 19, and on weekends 7 and 68 as follows:

- The Route 6 “via Mineral Point” will continue to run between West Transfer Point and East Towne Mall on the far east-side. Segments of the current Route 6 west of the West Transfer Point are being re-numbered for the sake of simplifying route identification.
  - On Weekdays service from West Transfer Point to West Towne Mall, Cub Foods, etc. will be provided by a new Route 67 which loops through the Mall and back to the WTP every half hour.
  - On Weekdays, Route 73 operates every half hour from WTP on Watts Road to Junction, past Target to the Old Sauk Business Park, Greenway Station and then returns to West Transfer Point.
- The Route 11 will replace segments of current Route 65 and run from West Transfer Point on Mineral Point Road, do the Segoe-Regent area, , Speedway Blvd, and then use Highland Avenue to University and Walnut, go through UW campus along Observatory and Linden Drives, Charter St., continuing to the Capitol Square; and replace Route 12 traveling via John Nolen Drive, Rimrock Rd., Nob Hill Road, Industrial Drive and Broadway to the Dutch Mill parking lot.
- Routes 58 and 3 will be phased as at present, but schedules will obtain improved on-time performance. Route 19 will be modified at the Allied Drive end of the route and downtown as buses use Broom St./Bassett and Wilson St. between Capital Square and UW campus.
- Route 67 and 68: Route 6, west of the West Transfer Point, would be replaced, as on weekdays by Route 67 which would loop through West Towne Mall every hour. This route would be offset in departures from West Transfer Point by **Route 68** which would go to West Towne Mall, and then to Watts Road, Junction, Prairie Towne Center, connecting with **Route 75** to do the Excelsior loop in the Old Sauk Business Park, University, Capitol Avenue, back to West Transfer Point.
- Route 7 on weekends, replaces Route 3 service:
  - Route 7 would provide half-hour service along Jenifer St. as is currently provided by Route 3, however, would not serve Walter Street and Atwood Avenue between Walter St. and Fair Oaks Avenue. Walter Street will be served by Route 16 on weekends. Route 7 would also use King Street to and from the Square rather than Martin Luther King Jr. Blvd. These changes are proposed as a way of reducing travel time between the East and West Transfer Points.
  - Service on the west-side would have two vias – using either University Ave. / Monroe St/ Odana or regent St./Tokay Blvd./Toepfer Avenue to West Transfer Point and back to the Capitol Square.

Comments and questions were as follows:

- One person said internal announcements should be a little sooner. Another said they were just the way they should be.
- There were a lot of questions about Route 7 on weekends and why it operated the way it did.
- One person asked about football weekends. Mr. Conn indicated that they could add additional buses on football Saturdays along the Monroe St. “via” of Route 7.

- One person said that service on weekends at present doesn't run as late as he would like. Mr. Conn indicated that this was a budget issue. For every hour added to the system on weekend routes it costs an additional 20 hours of service systemwide. Ms. Debo pointed out that Route 2 and Route 7 would operate every half hour into the evening on Saturdays– something new to the system.
- One person asked about what service there would be on Walter Street. Colin indicated that new Route 16 would operate seven days a week on Walter Street. Route 3 on weekdays would continue to operate on Walter Street. Route 16 will replace Route 31.

When other items on the Westmoreland agenda had to be covered, the Metro reps moved to another room to continue answering questions one-on-one for people who still had questions.

Catherine Debo  
Metro Transit General Manager

### **Sunday, March 26, 2006: Junction Ridge Neighborhood Association**

Catherine Debo and Colin attended meeting. After a general introduction and remarks by Ms. Debo, Mr. Conn reviewed changes in the Junction Ridge neighborhood concentrating on Routes 15,73, and 67 on weekdays and Routes 67 and 68 on weekends.

#### Weekdays

- Route 15 service would expand from peak hours only to all day long on weekdays, including evenings. This route would be a primary route serving the Junction Road area and offer an alternative to taking the new Route 73 to West Transfer Point to the Capitol Square.
- New Route 73 is the other primary route for the area, operating all day long on weekdays from Middleton to Prairie Towne Center, Watts Road, and West Transfer Point.

#### Weekends

- Route 67 would connect West Transfer Point and loop through West Towne Mall hourly, alternating with Route 68 service to WestTowne Mall such that half-hour headways are maintained from WTP.
- Route 68 will connect West Transfer Point, Watts Road, Junction Road/Prairie Towne Center, and interline with Route 75 in the Old Sauk Business Park, continue on University Avenue, Capitol Avenue, and then go to the West Towne Mall. These routes will operate in this loop fashion in both directions.

As the Neighborhood meeting had other agenda items, the Metro reps met with people interested in further information in a separate area of the Casa Bianca meeting place. In questions/comments section of the meeting:

- Several residents noted that they would like more direct service from Junction Road to the UW campus. Right now, they have to go through WTP which takes an hour. Colin pointed out that Route 73 will not pull into Target or West Towne Mall and thus would be faster than current Route 6 service. Ms. Debo pointed out that Route 15 offers another option as well and may be the fastest way to get to the University. Colin indicated that as he has it presently scheduled, the Route 15 driver would have a break near West Towne, however, before proceeding up to University Avenue. Colin agreed to look at the possibilities here to address that issue.
- One resident pointed out that eventually there will be another UW Research Park in the Pioneer Neighborhood and felt that would call for a more direct route.

- One woman asked if Routes 56 or 57, which are limited stop commuter services, could stop at Midvale and University rather than Segoe and University. Colin said that could be possible.
- One woman asked that Metro plan to provide late night service when there are football games – and going to the Junction area as well.
- One woman asked that “Monona Terrace” and “Hilldale Mall” be added as known destinations to the Trip Planner.

Catherine Debo  
Metro Transit General Manager

### **Monday, March 27, 2006: UW – Grainger Hall**

Colin Conn and Sharon Persich attended this meeting on March 27, 2006. Key points about the proposals for these areas included:

- Route 1 will alternate with Route 19 through the Broom/Bassett neighborhood to provide a full schedule of service. The route will follow University/Randall/Johnson (service is removed from Linden).
- Route 9 is extended along University to Old University and will serve the hospital and Waisman Center. Service is removed from Babcock/Linden.
- Route 11 will replace parts of Route 65. Operating between the Dutch Mill Park and Ride and the West Transfer Point, it will provide eastbound a.m. service and westbound p.m. service on Linden, Observatory and Walnut.
- Route 12 will follow John Nolen to the Square. Route 13 will replace Route 12 on Olin Avenue.
- Route 19 will alternative with Route 1 to provide a full schedule of service in the Broom/Bassett neighborhood.
- Route 27 will operate from the North Transfer Point on its same path, but extend into campus to do the Babcock/Linden loop. At this point it will become Route 44 to the South Transfer Point.
- Route 44 will operate between the South Transfer Point and the Babcock/Linden loop. The route is scheduled on the off-pulse to help balance loads on Mills Street to campus on Route 4.
- Route 5 will become a faster route (45 minutes) between the South and East transfer points.
- Route 16 will provide new service between the South and East Transfer Points and replace Routes 31, 41, 42, and 43.
- Route 85 is a new route to serve the dorms at Park and Regent.
- Route 53 will no longer serve the park and ride lot at the Villager Mall.

Questions/requests/comments included:

- One person felt the Segoe/Regent loop on Route 11 is “worthless” because it creates indirectness of service and is a low-density area compared areas further west on Mineral Point Road. However, other comments pointed to inconveniences as a result of removing the loop from Route 6 some years ago e.g. it provided more direct service from Monroe/Regent to Hilldale. Staff explained that by removing the loop from Route 6, and there were complaints, Metro was able to better balance the route’s schedule.

- A question was asked about the connection from the Monroe Street area to the Lake Edge Shopping Center on Monona Drive. Staff indicated that there would be a two-block walk from Buckeye and Davies.
- Another person indicated they have longer walk to church on Monona Drive.
- In response to revisions to Route 3 on the west side, it was noted that Monroe will have hourly weekend service and Olbrich Gardens will not be served. Staff noted that Olbrich has much higher passenger volumes on weekends than Monroe Street.
- Staff clarified confusion about Route 6 to West Towne—Route 6 will become Route 67 via Mineral Point and enter the mall while Route 73 will follow Odana Road to Gammon, not enter the mall but continue to Watts and Junction roads. Both are Route 6 interlines that don't require a transfer.
- Someone noted that inbound passenger volumes on Route 6 from East Towne are often overloaded.
- Problems with bus exiting at the South Transfer Point were noted.

Sharon Persich  
Metro Transit Planning & Scheduling Mgr.

**Tuesday, March 28, 2006: Midvale Heights Neighborhood Association**

Catherine Debo and Tim Sobota attended the meeting. After a general introduction and remarks by Ms. Debo, Mr. Sobota reviewed proposed route changes in the Midvale Heights Neighborhood (where he lives), concentrating first on weekends on Routes 6, 7, and 18, 73 and 67 where there would be changes as follows:

- Route 6 “via Mineral Point”: Routing east of the West Transfer Point to City View Drive would remain the same as current Route name, pattern, and frequency of service.
- Route 6 “via Tokay” would be discontinued and provided by Route 7.
- Route 7 “via Tokay”: Routing east of the West Transfer Point would remain the same as current Route 6 “via Tokay” in pattern and frequency of service to Capitol Square. The route would continue to the East Transfer Point via Jenifer St. but would use Fair Oaks rather than Atwood/Walter to go to Milwaukee Street.
- Route 7 “via Odana (and Monroe)”: This replaces Route 3 on weekends, but from the West Transfer Point would change in pattern, frequency. Frequency would change from half hour service during the day and hourly service in evenings to hourly service all day long. There would be routing changes at the West Transfer Point, around Camp Randall and Capitol Square, and near East Transfer Point.
- Route 18: Service in the Allied neighborhood would be modified. Tim gave a full description of changes. He highlighted the fact that the “via Midvale” Route 18 will use Tokay Boulevard instead of Odana in order to provide good connections to the Sequoya Library and to cut down on time-consuming turns at the Odana/Midvale intersection.
- Route 67: This service replaces Route 6 from West Transfer Point to West Towne Mall/Cub Foods and would operate on Mineral Point Road.
- Route 63: This service replaces Route 6 on Odana, Watts Rd and Prairie Towne Center.

Tim pointed out that weekday routing on Routes 3, 6, and 58 are unchanged, with only minor schedule adjustments possible. Route 18 would undergo similar changes as outlined during discussion of weekends. Routes 67 and 73 would provide service west of the West Transfer Point – Route 67 as on weekends, and route 73 on Odana, Watts Rd. and Prairie Towne Center. Route 11 would start at the West Transfer Point and replace current Route 65 service along Mineral Point Road, but proceed after the Tokay/Midvale loop to campus before going downtown.

In a question and answer session:

- Tim responded to a question about Route 19 routing in the Mohawk/Whenona area, where service would be provided in-bound through the neighborhood to downtown in the morning. In the afternoon routing would return residents to the neighborhood. However in the morning (before noon), service would operate on Nakoma outbound, and after Noon on Nakoma inbound.
- Responding to a question about service to Bluff Street, Tim indicated that on weekdays Route 14 would replace Route 8 service, connecting the neighborhood to the West Towne area on the west, going through Capital Square, and continuing East to the East Transfer Point and beyond. On the weekends, Route 8 would continue to provide service on Bluff Street.
- One person indicated that current Routes 60 and 61 on University Avenue tend to “bunch” together and are over-crowded. Tim and Ms. Debo indicated that new routes 71 and 72, replacing those routes, would be phased at 15 minute headways during peak hours. Route 70 would operate hourly at off-peak times, rather than on the current 90 minute headway.
- Another person asked how Routes 67 and 73 would operate. Tim described those route services.
- One woman said that service on the North Frontage Road of the Beltline was limited and that it is hard to get to the clinic there. Tim and Ms. Debo indicated that service to the North Frontage Road would be improved because that service would be consistently provided by Route 40 out of the South Transfer Point. It will be a short trip to the Clinic, and a longer one back because of the loop nature of Route 40. Alternatively, the clinic can be accessed by walking from Route 4 on Fish Hatchery Road.
- One man asked about the best way to get from Greenway Station from the east-side. Tim gave the man his business card as he did not have the schedules available to give him the best route. There are several possibilities – 15 to the far west-side with potential transfer in the Old Sauk Business Park, another is a transfer from 15 at the Square to Route 71.
- One woman indicated that she takes Route 3 at Edgewood College on weekdays to the West Transfer Point to go to Sheboygan Avenue. She just misses the connection to Route 28 and asked if it would be possible to hold the Route 28 two more minutes for that purpose. Sometimes she’s able to make the connection, sometimes not. Ms. Debo said she’d pass the word along to the Scheduler Mr. Conn. Tim suggested reviewing on-street transfers between Routes 3 or 58 to Routes 56 or 57 at the corner of Odana Road and Whitney Way.
- One man indicated that he is aware that the weekend level of service in the evening on Odana would remain the same, but wished it could be increased to half-hour headways.
- One person indicated a wish to see service to the Airport on weekends.

Catherine Debo  
Metro Transit General Manager

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## **Tuesday, March 28, 2006: Broadway-Lakepoint and Waunona Way Neighborhood Associations**

Colin Conn and Sharon Persich attended this meeting on March 28, 2006. Key points about the proposals for these areas included:

- Route 16 will connect the South and East Transfer Points, operating along Broadway (instead of Lakepoint) to Bridge Road, closed door between Monona Drive and Pflaum Road, serve LaFollette then follow Turner north to the East Transfer Point. The route replaces Routes 31, 41, 42 and 43. It will operate every 30 minutes peak/60 minutes offpeak/60 minutes weekends and holidays.
- Routes 11 and 12 will serve Lakepoint Drive and Waunona Way during commute times. They will follow John Nolen to the Square and provide service all the way to the West Transfer Point.
- Route 13 will provide regular service on Olin Avenue and a quick connection from the South Transfer Point to the new pool.

Questions/requests/comments included:

- Linda Hoskins, who was acting as director of the meeting (and who is also Executive Director of the NAACP) strongly registered her objections to operating Route 16 on Broadway. Her first concern is safety for kids (Broadway has too much fast-moving traffic). The Neighborhood Center (located a block from the proposed bus stop at Broadway at Hoboken), is also used for after-school day-care/ "safe-haven" program.
- Another woman talked about the incongruity of operating Routes 11 and 12 on Lakepoint, which carry passengers who are not from the area and going to other places, and not operating Route 16, which is replacing local service, on Lakepoint.
- Staff clarified that school dodgers would continue to operate on Lakepoint. Various alternative routings were discussed with the objective of keeping the route on a 45-minute schedule between Transfer Points, while continuing to serve the neighborhood and the employees of WPS. The neighborhood association director felt that people shouldn't have to compromise. Staff pointed out advantages of the route connecting South and East Transfer Point, and other tradeoffs to allow the 45-minute connections: not operating through the WPS campus, not operating on Dempsey between Cottage Grove and Milwaukee, etc.

Sharon Persich  
Metro Transit Planning & Scheduling Mgr.

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## **Wednesday, March 29, 2006: Districts 15/16 Meeting at LaFollette H.S. Library**

Colin Conn and Sharon Persich attended this meeting on March 29, 2006. Staff made a full presentation of the proposed changes. Alders Compton and Palm attended the meeting. Key points about how the proposals affect these areas:

- Route 16 will connect the East and South Transfer Points and replace Route 31. Service will not operate on Dempsey between Cottage Grove and Milwaukee Street or on Monona Drive between Pflaum and Buckeye. Route 39 will provide service on this stretch of Dempsey outbound.
- Route 5 from South Transfer Point to East Transfer Point will be 45 minutes via Park St. and West Washington (Route 13 will replace Route 5 on Olin and the Square, providing regular service at all times).
- Route 9 from the East Transfer Point to UW will be extended along University Ave. to the hospital.

- Routes 11 and 12 will provide directional service from Dutch Mill to the West Transfer Point via the Square. Route 12 will provide westbound a.m., eastbound p.m. service; Route 11 will provide eastbound a.m. and westbound p.m. service.
- Route 38 has been changed on campus to operate north on Highland, south on Walnut. Service is also extended to Sheboygan Avenue. In the morning, trips between Tompkins and Cottage Grove between start of service and roughly 7 a.m. will be every 30 minutes instead of 15 minutes.
- Route 37 will operate on Johnson Street instead of Broom for faster service and better timing on the route.

Questions/requests/comments:

- Someone questioned whether service would still be provided to a halfway house on Monona Drive. Staff indicated that Route 16 would be a 2-block walk.
- In response to a question about schedule changes on Route 15, staff indicated that a shift in times of about 5 minutes could be anticipated.

Sharon Persich  
Metro Transit Planning & Scheduling Mgr.

**Saturday, April 1, 2006: Allied Neighborhood Association**

Catherine Debo and Tim Sobota attended the meeting. Ms. Debo noted that this was the third meeting Metro had held in the Allied Neighborhood. After a general introduction and remarks by Ms. Debo, Mr. Sobota reviewed proposed route changes in the Allied Neighborhood.

- Route 18 Weekend Service in the Allied neighborhood would be modified. Tim gave a full description of changes.
  - The “via Reetz” Route 18 would operate on Allied between Lovell/ Chalet Gardens (where it currently does not operate) instead of on Crescent/Red Arrow Trail (where it currently operates) – in order to keep the route service timely within the half hour allotted between STP and WTP. Currently the route has a problem keeping on time and thereby people are missing connections.
  - There would be a “via Midvale” loop which would use Tokay Boulevard instead of Odana in order to provide good connections to the Sequoya Library. Mr. Sobota noted that he had attended a number of meetings with Allied stakeholders and residents where connecting service to a Library had been requested. Ms. Debo indicated that the Sequoya Library is the largest branch on the west-side and that it is soon to be expanded. One woman indicated that residents may not feel comfortable at the Sequoya Library. Alder Golden indicated that if residents don’t feel comfortable there they should meet with the Barb Dimick, Director of the Library to make sure that they feel welcome at the Sequoya Library.
  - Allied area would continue to get half-hour service on weekends between Allied and WTP through the “via Reetz” and “via Midvale” loop route. However, direct service to STP would be limited to hourly using the “via Reetz”.

There was quite a bit of discussion about the proposed “via Reetz” part of Route 18. Several people indicated they felt it would be a problem for people walking from Red Arrow Trail.

Mr. Sobota reviewed proposed route changes in the Allied Neighborhood on weekdays:

**Route 19:**

- Route 19 would operate via Bassett/Broom/West Wilson to the Square instead of State St.
- Route 19-Allied loop during peak hours would not operate on Allied between Lovell and Frontage to reduce “loopiness” and duplication of service (nearest stops are within a two block walk).
- Service in the loop would also be “commuterized” for direct service inbound in the morning and outbound in the afternoon. Outbound a.m. and inbound p.m. service would operate on Verona Rd. This more efficient routing would be similar to how other loops operate in the system.

There were no comments about Route 19.

**Route 18:**

- On weekdays, the “via Reetz” would operate the same way it does on weekends.
- On weekdays, the “via Midvale” would operate the same way it does at present – connecting the STP with WTP, however operating on Tokay Blvd. rather than on Odana (as it would on weekends). This would provide direct service to the Sequoya Library on every trip. It would also save time-consuming turns onto Odana which often cause the service to run late and miss connections at WTP.

In general discussion:

- There was a question about service to Raywood. Ms. Debo indicated there would be service there on the new Route 16 from STP, leaving every half-hour on the peak, and hourly off-peak. Mr. Sobota showed a transparency showing the route. This route will offer much faster service from Allied to the east-side than presently available.
- A staff member from the City’s Office of Community Services indicated that there had been a discussion about a possible direct service from Allied to the Job Center. Ms. Debo indicated that Metro staff is doing research in that regard and verified with her that the service being requested was one trip in the morning, one midday, and one in the afternoon coordinated with training sessions – providing fast service from WTP to STP to NTP. The staff member said yes. Ms. Debo said that they had had some discussions and planned further discussions with the Job Center and other related services in this regard.

Ms. Debo said that the good news was that she felt they would have a good opportunity to obtain a 50% JARC grant if the service could be shown to be productive. The bad news was that they would have to find the 50% local share match through reduction of service in the system. They were talking with parties associated with the Job Center about this issue. She also mentioned the potential for re-constituted WTA service for transportation of individuals in the event the demand was low. Mr. Golden indicated that he thought funding would not be a problem.

- One person indicated that Metro does not provide good service to 2<sup>nd</sup> shift people because it does not operate late in the evening. Ms. Debo acknowledged that this was the case. They have limitations in their budget.

Catherine Debo  
Metro Transit General Manager