metro transit

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Summary of Feedback Received

Proposed August Service Changes

Total feedback received as of Tuesday, May 7:

Route	Pro	Con	Mixed
6	0	0	0
11	14	12	2
23	12	3	3
25	1	0	0
26	0	0	1
29	2	6	0
31	0	2	3
34	0	11	0
39	0	4	0
84	0	0	0
Bus Stop Changes	0	1	1
School Bus Service	0	0	0
TOTAL	29	39	10

Two most controversial:

- Removing Route 11 from Science Dr.
- Eliminating the Route 34

Route 11

Positive:

1. I wanted to comment on your proposed change from Science Dr. on Route 11. I would welcome this change, because now I would be able to get to Sequoya Library (on Tokay) from the UW Hospital area. Currently, I have to either go to the West Transfer Point and transfer buses. I could also walk up Highland Drive to catch one of the buses on Regent, but that option is also time-consuming. Thank you for considering this change.

2. I'm delighted to see the proposed adjustments to Route 11! To have a Madison Metro route that would help us get from home (in Midvale Heights) to/from our son's school (Van Hise and, soon, Hamilton) would be spectacular. And to have an easier (i.e., no transfer necessary) route to get from home to/from UW Hospital is an added bonus. Many thanks for proposing this route adjustment - I certainly hope it will become reality!

3. Yes, please make these adjustments to rt 11. I would allow easier bus riding from midvale heights neighborhood to Hamilton/Van Hise school - where many of the Midvale Heights children go to school. There is currently no route for students and parents to use the bus to get to/from school area. As a non-driver, this would be a huge benefit - especially in the winter months when we are not riding our bikes. This would also enable us to get to the UW hospitals area in a more efficient way.

4. I enthusiastically support the route 11 proposed change!

5. This is a great improvement for the route— provides much easier access to a much used area!

6. As a resident along Tokay who frequents both the Hilldale area and UW campus, I think the proposed changes to 11 are excellent. This new route would be my likely preferred commute to work in peak hours, and would be very valuable for errands in off-peak hours.

7. The proposed modification of Route 11 is an excellent idea. It will give more people easier access. I'm all for it.

8. I am very much in favor of the proposed route change for bus 11.

9. Yeah for changes being considered in Route 11 ....shift for Science Drive! I live in the now being considered neighborhood and would take advantage of bus service to the UW Hospital campus. Please consider and do the route change.

10. Just writing to support the adjustment of bus route 11 through Midvale Heights.

11. I am in support of the proposed change to Route 11, which would allow more direct access to the UW Hospital area. Right now, there is no direct way to commute to this area for work or to get to appointments at the hospital. Changing this route would allow shorten the trip substantially and make it easier to take the bus rather than drive to this already

congested area. Thank you for your consideration.

12. I think the proposed changes to route 11 would be very welcome. It will make a big difference for all the UW employees living in the area! And it gives much better access to University Ave's shops and services between Whitney Way and campus. Thanks!

13. I would take the bus to my biweekly appointments at UW Hospital if I didn't have to go to the west transfer point first. I live in the 600 block of Orchard Dr, and the 11would be very convenient. Thanks for considering this.

14. Regarding the new 11 route. I am very pleased with the new route that would go east on Tokay to north on Midvale. I currently take the 11 in the morning to get to work in order to arrive at the UW Hospital at 7 am. This would cut down my walk significantly. As the 11 is now, before any changes I have a 1/2 mile walk at least to the bus stop.

Negative:

1. I ride route 11 Monday through Friday home from work. I work in a building on the capitol loop and I take the bus to the stop by Pancheros across from Whole Foods. The proposed route change moves the stop downtown far enough away from my building that I couldn't reasonably take that route anymore. I see route 6 is listed as an alternative, but that bus does not go down campus drive to get close to my stop. I can take route 71 or 72 if needed but it doesn't go to the Pancheros stop across from Whole Foods and the timing doesn't work as well for me. There is another person that does the exact same thing as I do after work and they would also be affected.

2. I find that the current 11 route is really convenient to commute for UW workers and students living in that Midvale heights and Hillfarms Neighbourhood. I as well as many others have taken the 11 bus at Mineral Point and Racine for 5+ years and it would be a tragedy as well as an large inconvenience if the stop were eliminated.

3. I ride rt11 from science drive to the UW hospital in the morning and in the evening Being able to get on the bus at science drive is perfect for me there is off street parking and light by the stop in the wintertime it's dark when I get on the bus 645 and dark when I get off for 430 it's important as a female to have alighted stop. Rt 6 goes down science drive but it does not go to the UW hospital I really hope you will keep the route going down science drive so there is safe parking.

4. I am not in favor of the proposed changes to Route 11! I am one of the households that would not be within a 1/4 mile of a bus stop with the proposed changes. And there are several of us in this situation with children that will be attending or are currently attending Van Hise/Hamilton schools.

5. I am not in favor of changing Route 11 from currently going through the Research Park and switching to Tokay Blvd. I live in the 4900 block of Tokay Blvd and we have two buses following each other up and down our street in the morning, along with many commuter cars. We don't need additional traffic and associated noise on our street.

6. Stop trying to move the 11 off Mineral Pt Rd plenty of people use that bus to get down to Campus from the Hillfarms neighborhood and Midvale Heights. That change doesn't make any sense. Why not have every other bus go up Tokay rather than screw a lot of riders out of their closest stops?

7. Please do not move the Route 11 off Science Drive and Mineral Point. There are a number of riders who board and disembark at Racine and Mineral Point that will be severely inconvenienced.

8. It is unclear what would be accomplished by the proposed change to Route 11 by running it down Tokay to Midvale. It seems more practical to have the route stay the same or run down Segoe in order to not reduce access for so many individuals. The idea that individuals along Mineral Point can walk to Segoe is not practical given the challenges of crossing Mineral Point at Segoe where cars routinely run the light. Would you really pick up that many new riders. Don't fix what is not broken.

9. Our students, who ride Route 11 from the west and south to downtown to transfer to Route 6 to get to Madison College Truax.....will now need to get off the 11 and walk 3 blocks to the Square to catch Route 6. This will take more time and be less efficient for them.

10. I take Route 11 on Mineral Point Road to Linden Drive every workday, the proposed change will cause inconvenience to me. First, I need to walk 0.4 mile to the stop on Segoe Road, no problem on a good day, but in Wisconsin half a year will be winter, it only gives you more chance to fall down, fracture bones/hips, medical bills...

    If I take route 6 then either walk more than half a mile to work or transfer to Route 80(the waiting time is often undependable) to loop back to Linden Drive. It takes longer time to get to work. While people in Verona, Middleton or Old Sauk Road only need to take 1 bus to arrive at campus in less than half an hour. It doesn't make sense that you live

close by, but it takes longer time to commute. When we house shopped we chose this location because it was on the bus line.

I understand the reroute will hit more households, there must be other ways to do that, open a new route, or use route 6, it goes on Tokay anyway.

Please keep the stops on Mineral Point Road, we are not the households shall be neglected.

11. Regarding the proposed Route 11 change, what was the impetus? Was there been a request for service from the areas that will be served by the change? Were test runs conducted? If yes, were they done at the same time(s) the route currently runs, and what were the results (run times, pros/cons, etc...)? The proposed route is slightly longer than current, and will require two left turns, increasing the travel time.

    When at Midvale (NB) and Segoe (SB), it is not unusual to wait through multiple signal exchanges before having the opportunity to make a left turn.

    Instead of the proposed, how about routing WTP - Tokay - Segoe? This change:

    -is slightly shorter than the current route;
    -eliminates left turns at the two very busy intersections;
    -would provide 1/4 mile service to approximately half the projected new households in the published proposal; -retains most of the households lost south of Mineral Point.

12. Regarding the Route 11 shift to Tokay. I am a UW-Madison undergraduate living at home and I make 1-2 trips to campus and back each day, primarily using Route 3/58 but occasionally substituting Route 6 Via Tokay. Despite that I live just outside of the highlighted range on your map I have no problem walking to/from Tokay. If Route 11 were moved to serve Tokay, it could reduce my waiting and/or walking time on campus. My Fall 2019 schedule is finalized and I don't see any direct benefit for that semester, but it may help in the future. I can only speak for myself, thank you for considering.

Mixed:

1. I am a daily rider of the 11 for 6+ years. My concern is that the proposed route bypasses the approx. 25 apartment buildings along Mineral Point between Rushmore and Berwyn where many riders live, and instead will service the more affluent single-family homes along Tokay and Midvale. I agree it makes sense to eliminate Science Dr, so I think a good compromise that would still serve these lower income apartment residents would be Tokay to Segoe, then Presidential or Berwyn to Mineral Point.

2. I am really getting pissed off at the schedulers at Metro. I would like to be a commuter on the bus, really prefer taking the bus over driving, but to

take the #11 off the square!!!!

1) First you guys eliminated the 50's from my stop in front of Whole foods, then you switched the 14 so it turns right after University Bay Drive, then you eliminated the 71/72, then you reduced the 15's going to the square during commuting hours by half, and now the 11!
2) Saying you can transfer is nice ideally, but I can tell you from experience greater than 80% of the time the first bus doesn't make it to the transfer point in time for the transfer, or the buses don't wait for my mobility impaired self, leaving me waiting at the bus stop quite a long time.
3) The #2 for commuting purposes, due to the detour around the UW hospital, can take forever. Oftentimes the turns to get on Highland or University bay drive can take up to 3-4 lights, which adds several minutes to the commute. That leaves NO regular commuting buses for the Whole Foods to Capitol Square route. Honestly, do Madison a favor and fire your current route schedulers. They obviously haven't commuted via bus ever.

Route 23

Positive:

1. This is an awesome idea! Unfortunately I wouldn't be able to use it because my work schedule and Madison is from 11:30 AM to 8 PM.

2. Great news that a Metro Bus will be going into Sun Prairie! Awesome that there will be a new Park-n-ride, also! It would be even better, if the bus would go just 2 miles further to downtown Sun Prairie. We have well over 1,000 Madison College students in the Sun Prairie area and have students from Sun Prairie Phoenix Academy and Sun Prairie High School, as well. If the Metro bus went just a bit further, we would discontinue our Madison College Shuttle going to there.

3. I am writing in support of Route 23 for transport from downtown to Sun Prairie, and in particular stops at my workplace, American Family Insurance. There is currently only one bus per morning and one per afternoon (Route 25) that will take me that 8 mile route in less than 90 minutes, and it is often at odds with my work schedule. Given the number of employees at AmFam, the growing number of them living downtown or commuting to/from the Spark building on Livingston, I think this would be a worthwhile investment. Thank you for considering this input.

4. We support adding additional service/stops on Route 23 to Sun Prairie. This will help Oakwood in the recruitment and retention of employees. This will also help residents to travel around the area, many of them no longer drive. **- 7 people submitted this statement in favor of Route 23**

Public Hearing Testimony – Wednesday, April 24

5. Speaker supports Route 23 (wishes there was a bus stop at Science Dr./ Science Ct. by Vet Clinic)
6. Speaker supports Route 23, but wishes it better served low-income neighborhoods and hoped for better stop locations.
7. Speaker supports Route 23 - good connectivity
8. Speaker supports Route 23
9. Speaker supports Route 23
10. Speaker supports Route 23
11. Speaker supports Route 23
12. Speaker supports Route 23

Negative:

1. I moved to smith crossing neighborhood to get away from the city lifestyle and live in a neighborhood on the outskirts of town that allowed my kid to play comfortably in our yard and not have to be surrounded by city buses, loud noises, and crowds of people standing on the streets by him while he plays. I live on O'keeffe right by a proposed stop and I have to say I am not ok with this. I do not feel our quaint little neighborhood needs to be commercialized. Main street is a better option.

2. If there will be route extensions to Sun Prairie in the near future, and I hope there are, can you all please be sure that a stop is at or no more than two downtown city blocks from the Sun Prairie Library.

3. That would be a great benefit to going to Sun Prairie and back to Madison than just a drive through of the downtown just to get to Target, Walmart or whatever on the far edges of the city....do include a downtown stop or two.....may not need an actual set-up stop complete with a shelter, but a stop for pickup and drop off for library needs...thanks.

From the looks of this fold-over four page notice on the bus, it looks like a route straight from Capitol Square/Pickeney all the way to O'Keaffe Avenue.....no stops downtown.

I see no white circle dots on this map.....please fit if those mean no stops planned for downtown.....seek assistance from Sun Prairie streets dept. on best stop locations for
prospective Sun Prairie service....as some may wish to use this new service but not to only get to outlining SP areas. OK?

Mixed:

1. Need this route to arrive at Sun Prairie park and ride at 6:45 am and leave capital square at 5:00 to make it to work in Sun Prairie by 7 am. I need it to match up with route 70 5:20 capital square or the 38 5:49 mlk to work for my commute.

   With the proposed route to Sun Prairie, I believe a stop at East Wash & Wright/Reindahl would better meet the needs of MATC students instead of the proposed East Wash & Mendota. No student is going to even know to cut through Mendota Street and the Kwik Trip to get to campus. It is probably the "fastest" route to walk but it is safer for students to not have to cross Stoughton Road/51. The stop at Mendota accommodates Hyvee but I fail to see that as a benefit because of the hours of operation.

   Proposed stop (inbound) at Continental Lane. Please make this stop at Independence Lane. Many more riders get on at Independence Lane and this would be a much better alternative for park and ride, as there is much more parking available at Independence Ln.

2. We would like to comment on Route 23, the new service to Sun Prairie. When looking at the map of the proposed route, we noticed that the route does not come into older parts of Sun Prairie where many lower income families and the elderly reside. These residents would most likely utilize this service. Even though there is a park and ride designated for O'Keefe and Reiner Roads, we feel that the purpose of riding the bus is to skip the expense and wear and tear on your car as well as support those individuals who don't own a car. Riding a bus is also an environmentally friendly way to get around. We would also like to see a stop in the downtown area of Sun Prairie. This stop would help bring customers to local businesses and bring people to attend some of the events that are held in the downtown during the year. In short, we would like to see the route expanded to include stops at the following locations: Vandenburg St. & Andrews Dr., S. Brid St. & Talon Pl., Main St. & Park Cir., Main St. &

Dewey St., one stop in the downtown area. Thank you for your time and attention to this important matter.

3. I propose that another stop be added to Route 23 at the The American Center Park and Ride

Route 25

Positive:

1. Yeah for LESS stops on Route 25.

Route 26

Mixed:

1. There are at least 3-4 people that connect to the first 26 bus from east towne at 6:32 the 6:15 Route from ETP 30 makes it there at 6:29 most of the time moving it to 6:30 will make folks have to wait for the 7:00 am bus

Route 29

Positive:

1. I like the idea of moving the 29 away from the lower end of State Street. It would make the route faster since often there are blockages from city trucks and delivery trucks early in the morning. Avoiding that half of State St. would be helpful to the route.

2. The proposed change to move Route 29 to Sherman Ave should serve more of our students.

Negative:

1. I do not like the idea of switching from going down Packer's Ave to Sherman Ave, nor getting rid of the North Side Park and Ride option. The whole point of the 29 is that it's speedy. By sending it down parts of Sherman Ave, you'll slow the whole route. There are already plenty of other buses that go down Sherman Ave. instead- there's no need to add another bus to that street. Additionally, you'll be missing a segment of the rider population that gets on at Packer's Ave because they live closer to that side than the Sherman side. You'll be forcing more people to drive to

work, contributing to rush hour traffic and air pollution from more cars on the road.

2. I'm also not a fan of getting rid of the North Side Park and Ride and making the 29 go to the North Transfer Point instead. If you get rid of the North Side Park and Ride, again, you'll be adding a bunch of cars to the NTP for people who need to drive in to grab the bus, and that place is already nearly full. The NTP is already busy and doesn't need another bus route added to it. I like that the 29 stops in a quieter, less busy point that's still near things I need to get to like the library and the Co-op. If you need to move the North Side Park and Ride because of planned development in the shopping area, why not do something with the Warner Park parking lot across the street? Then people could still drive in and park there, it would be walkable to get to the shopping center across the street, and it would be separate from the NTP. I've been taking the 29 since my wife and I bought a house north of Northport last October, and I'll be taking it for many years to come. Thanks for considering my thoughts on the matter.

3. I am writing in regard to the proposed Route 29 changes for August 2019. 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 stop and route are crucial to several faithful Metro riders to get from the Far North side of Madison 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. 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.

4. I am opposed to moving route 29 from Northport/Packers to Sherman Ave. I take the route 21 bus to catch the 29 where the routes run the same streets because I live too far away from route 29 to walk to any of it's stops. Sometimes I can catch the 29 on Sherman Ave., but often I have to catch it on Northport/Packers because it runs slightly ahead of the 21. The route shift would eliminate that possibility. That leaves me with

route 28 which takes 10-15 longer to get to UW campus.

5. Metro and the City must keep the Park & Ride and Northside TownCenter, which offers commuters west and north of the city a chance to use mass transit rather than drive into the downtown and campus areas.

   Please negotiate with the shopping center owners to keep the Park & Ride. People who ride that bus get off it at the Park &Ride and shop at the shopping center. The owners are hurting their tenants doing this.

   If riders instead need to park in the Warner Park parking lot (is this even a possibility?) and catch the 29 at the southbound N Sherman Ave. bus stop, they are much less likely to use the shopping center/

   Additionally, no longer running the 29 down most of Packers Ave. is going to lose readership. I know several regular riders who board at Elka Lane and Packers Ave. This is 0.7 miles from the N Sherman Ave bust stop and will likely result in them no longer taking the bus. Metro will lose ridership. Planned changes on E. Washington Ave and State St. are good since they will most likely reduce commute time.

6. Workable idea: Eliminating stop at Northside Town Center. Changing route from Packers Avenue to Sherman Avenue. To make these change actually work for current patrons these accommodations/resources will also need to be provided.

   1) Alternate parking location needed. There isn't currently enough parking available at the North Transfer station. The bus won't be going to the north transfer station. People who are now boarding at Northside Town Center need a place to park, so they can actually "park and ride". Perhaps build a lot at the east edge of Warner Park along Sherman Avenue. Alternatively buy a portion of the Old Oscar Meyer parking lot, have people park there and board at the Loftrsgordon stop. Or even better not board at the current Loftsgordon stop which is too close to the railroad tracks, but instead have a new stop at the north end of the old Oscar Meyer parking lot (just to the east of the train tracks).

   2) Timing of route 21, which does run on Packers Avenue, needs to be adjusted so that a passenger can get on the 21 bus and ride it to the Loftrsgarden stop and board the 29 there (or alternatively a new stop just to the east of the train tracks). In other words the 21 would serve as a "feeder bus" for current route 29 passengers who board at Elka or International so that they can get from their current bus stop to a location of the new 29 route.

   3) Need a bus shelter at the Loftrsgordon stop (or alternatively a newly created stop just to the east of the train tracks and eliminate the Loftrsgordon stop) to keep people out of the weather while they are waiting for the bus. Perhaps the shelter from the Northside Town Center can be moved?

4) The shelter at Warner Park may need to be bigger in order to accommodate everyone.

5)If there isn't a shelter at Schlimgen then one will need to be added.

So in summary. Don't think should stop at Loftrsgordon, but instead build a new stop just to the east of the railroad tracks and utilize what had been Oscar Meyer parking lot for a new "park and ride" location. This new park and ride location could help to deal with the over crowding of the North Transfer station.

Route 31

Negative:

1. I live near near the Glendale neighborhood and route 31 current conditions allows me to go to Dutch mill park and ride without a transfer and gets me home from work fastest. This change will completely eliminate this option. The 16 frequency doesn't always match up.

2. For the proposed changes to route 31, will the route run every half hour? Also won't the reroute partially overlap route 37? Route 39 usually has a fair share of riders when I ride it in the mornings and afternoons, so does it make sens to completely eliminate it.

Mixed:

1. To route planners / administration: I'd like to start out by saying that I admirer the work that Madison Metro has put into updating its system and look. After reviewing the plans of the proposed changes to the rout 31, I find that adding a line to the portion of Cottage Grove RD that is currently seeing new developments a great addition to that evolving part of the city. However I see some concerns with eliminating part of route 31 that serves Pflaum Rd by La Follette High school. Seeing that this proposed new route will run every 30 minutes during peek hours and every hour during mid day I would propose that Route 31 have two ways to the Owl Creek neighborhood. During peek hours 31 should run every hour going via Monona Drive (the current route) and every hour via Stoughton Rd (the proposed route). This will still give Owl Creek a bus going every 30 minutes during peek hour and keep 31 running down Pflaum once every hour during peek hours. During the midday 31 can go the proposed route via Stoughton that would still be replacing the 39 in that section and giving Owl Creek all day bus service. I've also heard many concerns seeing that the new 31 route will not accommodate passengers going to

towards Madison College. I think that Madison Metro should consider keeping route 34 and make it a peek hour service bus line going a few time in the morning and a few times during the afternoon rather than the current schedule that goes every hour mid day.

2. Drew brought the proposed changes to route 31 to the Owl Creek NRT meeting on Thursday, which was great. Thank you. All of us were very concerned, however, about the loss of the stops at Sennett and LaFollette. We all appreciate and support the effort to extend service on route 31 throughout the day but really can't get behind a proposal that takes away service from the very folks who fought to get the route instated for their community to begin with. I would strongly urge us to take a step back, figure out how to perhaps directly reach out to all the folks that might be affected by taking away those stops, or to figure out a way to retain the stops while also extending daytime service. It would be great to see us, the City, proactively step back from this plan - catch a misstep ourselves - before putting it forward for the public to react to.

3. I would like to take a moment to express my thoughts on this as well. I concur with Tariq's comments. I believe that taking service away Sennett and LaFollette would be taking a significant step backward from the improvements we've made servicing Owl Creek. I'm hopeful that we can end this proposal as it currently stands before it's brought before a public information meeting. I do want to thank everybody for all of the work already done and the work that continues to happen regarding these routes.

Route 34

Negative:

1. The elimination of the route 34 bus would make next to impossible for many students living on the Far East side of Madison to attend early morning classes at Madison College Truax campus. Which the majority of classes start at 8:20, 9:20, and 10:20 am. All of those times would be neigh impossible to get to.

2. I am a passenger of the 34 bus to MATC. If that rout is canceled I will have no way to get to and from my school. I have early class times and I need to be able to get to school. If my rout is canceled I won't be able to finish my degree that I have already sunk my time and money into.

3. My name is Conor Lauby, and I currently ride the 39 route to MATC, and I also ride the 34 to ETF to 39 on my way home. I believe the proposed

route changes would have a terrible effect on the many students that depend on these routes to get to class. Including myself, I see countless people each day using the 34 and 39 to get to and from school. Many of these people have no other options to attend school outside of these routes. Please continue providing this useful bus service.

4. The 34 is a crucial bus for Madison college students who live on the south side of Madison. Taking the 5 and then the 34 is by far the quickest, easiest and least stressful way for southsiders to get to their college classes. Adding 20 minutes and another transfer will not only affect the daily commute (which is an hour long at minimum by bus) by making it considerably longer (going to and from Madison college) but will also impact work schedules, families and other aspects of life.

5. Hello and thank you for your time. I understand the you are discontinuing bus 34 and 39 for the East Side of Madison. My autistic son depends on the public bus in order to get to MATC everyday. We, as a community, are very upset that TWO bus routes are being cancelled for the east side transportation to MATC. I will be at the public hearing April 24 to listen and understand why we are being eliminated. We need 34 and 39 bus routes to stay. Thank you.

6. Dear City of Madison, Madison Metro and whoever else is concerned, The 34 is a crucial bus for Madison college students who live on the south side of Madison. Taking the 5 and then the 34 is by far the quickest, easiest and least stressful way for southsiders to get to their college classes. Adding 20 minutes and another transfer will not only affect the daily commute (which is an hour long at minimum by bus) by making it considerably longer (going to and from Madison college) but will also impact work schedules, families and other aspects of life. As you might know, the south side of Madison has a high population of black and brown families. Some of them in low income situations. By increasing travel time by bus you are affecting other aspects of their lives in ways you may not understand. There is a shuttle that runs from south to the Truax campus, but the running times and schedule do not work for every student and the metro is always going to be a great option for those who do not have the luxury of owning a car. Many students attend Madison college because they do not have the financial flexibility to attend the University of Wisconsin. And there are a good handful of students who take the bus to classes at Truax daily because the south side campus does not offer many courses. The new campus on the south side across from the transfer point is not yet complete, but I would urge you to consider holding off on removing the 34 until students on the south side have a closer

option when it comes to classes. In conclusion the 34 is an important bus route for the low income students of the south side and canceling the route hurts the quality of life of those students. Even if the 31 will take over, the 20 extra minutes, which turn into 40 extra minutes is a significant chunk of time being stripped away from those students. 40 minutes could be used for studying, working a job, doing homework. 40 potential minutes spent with family, friends, eating a meal, are being stripped from the students who rely on the 34. This route change brings up issues of accessibility, poverty and race. And could potentially be a deterrent for a young student of color from attending class. Students living in low income neighborhoods need reliable ways to get to their classes. I live on the south side of Madison, and I can honestly say that without the 5 and the 34 my commute would be much worse. I truly urge you to reconsider removing this route. Thank you.

7. Regarding the Cancellation of Route #34:I will be very upset if you were to discontinue the Route #34. I would hope that you would replace it with something that is equally effective. Myself and three others use this Route in the Morning 8:33am to get to work. I am not able to sit in on the upcoming Public Hearing so I am asking that this info is passed along to the correct person/persons.

8. I did some more looking at routes and have determined that if Route #34 were eliminated, that would take-away the only direct route to and from the East Transfer Point, further isolating Madison College – Truax Campus. While we could run our shuttle thru the East Transfer.....that would only happen M-F, 7 AM – 6 PM, during Fall and Spring semesters.....no evenings or weekends and no summers. While I want better bus service for Owl Creek and thru Dutch Mill.....losing the main line between East Transfer Point and Truax Campus would be worse. I believe we need Route #34.

9. Madison College would be delighted to have consistent service throughout the day to the Owl Creek neighborhood and to Dutch Mill Park-n-Ride, BUT to eliminate Route 34 between the East Transfer Point and Madison College Truax would be a mistake. Students could get out of Owl Creek throughout the day, all day, but once they got to the East Transfer Point, they could no longer easily get to the Truax Campus. If there was anyway, to have Route 31 AND keep Route 34 that would be the very best for Madison College students on that side of town.

10. I am a regular user of Route 34, using it on average 2 times a week. I am not against eliminating this route. It is not heavily used. Rather I want to document the time consequence for me in closing the route. I take the Route 6 bus from the Capital Square,

Monday, Wednesday, and Friday at 7:32 am and get off at the MATC Campus to swim. Many of those days, after swimming I take the Route 34 bus leaving MATC at 9:32 am and take it to the East Transfer Station. I walk across the street to Woodman's East and do some food shopping and pick up the Route 5 which leaves at 10:15 am. This is efficient and convenient for me. Since we don't have a car multiple trips are required per week for food shopping. On the days I don't shop at Woodman's East and need to shop at Trader Joe's, I can take Route 6 from MATC which leaves at 9:34 am and I get off at Spooner and Regent. That will not change. The change of closing Route 34 will cost me an additional 30 minutes of time when I need to shop at Woodman's East after swimming at MATC. I will have to take Route 6 again leaving at 9:34 am to Milwaukee/North and East Washington (9:43 am) and wait to transfer to the Route 5 (10:00 am) to take me to the East Transfer Station. That is the bus that I would normally use to take me home. Now I will have to use the next Route 5 bus which leaves at 10:45 am. This is where the extra 30 minutes comes in.

11. I oppose eliminating route 34 unless there is more service to Madison College from routes elsewhere. I oppose the elimination of stops on Milwaukee St.

Route 39

Negative:

1. As a regular rider and member of the East Buckeye neighborhood, I strongly oppose service reductions to this neighborhood. I would support this plan if at southbound or northbound routing were to loop up from Pflaum to Vondron to Buckeye like the current 39 does one of the ways. If this slight change was implemented, dean would still have service both ways, and the neighborhood would welcome having midday service.

2. Please DON'T eliminate Bus Route #39 to World Dairy Drive. Ridership could increase with more frequent service to the DATCP state office building during peak hours (7-9am; 4-6pm). Even if the bus only ran during these times, it would serve a crucial function. There are disabled employees that RELY on this bus to get to work. My family currently shares one car, and I was just about to buy a bus pass in order to ride the 39 to work on days when I can't take the bike.

3. Hello -- I'd like to submit comment to be considered concerning the elimination of route 39. Please note that this route serves important populations of people who rely on the affordability of taking the bus and provides riders with access to buildings and businesses through the area. It serves Madison Comprehensive Treatment Center, those who work at the numerous state and federal government office buildings, and

Second Harvest Foodbank. I understand these stops can still be served by route 31. It is my hope that the new route 31 will have similar start/stop times, amount of stops, and won't add to the current amount of travel time from east transfer point.

4. Route 39 by Dean Clinic should not be affected. It may not seem like a lot of people ride that route but for those who depend on the bus to get to a medical appointment may have to find a different way to get there.

Stop Elimination:

Negative:

1. Please don't eliminate the stops at E Washington and Dickinson! I, as well as many coworkers at 1400 E Washington, use these stops daily. I know a number of other state employees who park behind Pasquale's and bus to downtown offices. Also, 1400 E Washington is currently being renovated in preparation for new tenants, so ridership at these stops may increase. You might contact Mullins Group (building owners) to get information about possible #s of employees of the new tenants. Thank you!

Mixed:

1. If you're going to change the structure of the limited stops on E. Wash, may I suggest instead that you get rid of the stop at E. Wash and First, and keep the Yahara River Stop instead, since the Yahara River stop is directly next tot he bike path that many pedestrians use. Additionally, the E.Wash and First Stop is right around the corner from the First and E. Wash stop, so it doesn't make much sense to have both. I'm all for getting rid of the Ingersoll and Dickenson St. stops.