

UW Campus Feedback Received

Comments on proposed change for Route 25:

I've been riding Route 25 nearly everyday for about 2 and a half years. Half of that time to American Family and about half of that time to Alliant Energy. I currently use the Alliant Energy stop in the back of the building. It's nice to have service that close to the building, particularly in inclement weather. However, it seems that most days I am the only individual using that stop, so I understand Metro's interest in removing that stop. However, I'm a bit puzzled as to the reasoning. I most often take the early bus in the morning. I believe it's scheduled to be at East Washington and Dickinson at 7:26. It usually reaches the stop a few minutes later than that. In the afternoons it is almost always on time (occasionally the stop gets missed, though). So, I'm not sure how going to the back of the Alliant building makes the bus run off schedule.

What would be nice is if an extra bus or two ran in both the morning and late afternoon. Sometimes it would be nice to take the bus slightly earlier or later than the currently scheduled times in the morning. At other times it would be great to be able to leave later in the afternoon than the latest bus arrival. It would also be nice if there was limited weekend service for Route 26. I don't know about the feasibility of that, but it would be great if Metro could look into it.

Thanks,
Scott

Hello,

I will not be able to come to the public hearing about the bus schedule change scheduled on this Wednesday, but I would like to protest about the proposed change to bus line no 80. In the morning it is overpacked. I am lucky enough to live on one of the early busstops, but even I do not get a seat every morning. To reduce the number of busses is just adding stress to the student population especially to those who cannot commute otherwise. I do pay segregated fees for all kinds of services that are luxuries but a ride to my work place I need.

I am writing to voice my opinion about the proposed reductions in service on Routes 80-85 on the University of Wisconsin campus.

I am against increasing the Route 85 headway from 10 minutes to 20 minutes between 10:00 am-5:30 pm Monday-Friday. I'm sure I represent many campus employees who take one bus to get to campus, and then transfer to a campus bus to get to their offices. Timing is critical for these employees. Many are balancing family demands of getting children off to school vs. meeting employers timely attendance expectations.

Increasing the headway would disrupt many peoples' schedules who need the flexibility of timing to achieve the many demands they juggle in life.

Thank you,

Proposed headway changes to the 85 bus route (from 10 to 20 minutes between 10am-5:30pm) will create significant hardship to students and campus members who rely on the bus system to navigate campus during peak class times (10am-4pm). This includes individuals with temporary impairments (broken legs, post-surgery, pregnancy, asthma, etc.) and those with permanent disabilities who do not drive to campus. Those with temporary conditions have not arranged their class schedules to accommodate an unanticipated injury or illness and are unlikely to qualify for paratransit or a state disabled hangtag, making them exceptionally reliant on the fixed route bus system. Those with permanent disabilities have already noted how crowded buses are - increasing the wait time will likely increase ridership and decrease access for these individuals.

To Whom It May Concern:

I am writing in response to the proposed reduction in service of the 80-85 routes. I am puzzled and surprised that Metro Transit is considering reducing these buses' frequency. I concede that at certain times these bus lines may be used less, but at others they are overcrowded and leave some passengers behind, especially during peak hours and when there is inclement weather. As someone who experienced a temporary but physically debilitating injury, I relied heavily on these buses to get around campus, but often could not find a seat. Luckily in my case, this was merely uncomfortable, but I cannot imagine the burden that members of the University community with permanently different physical abilities would experience if these lines were reduced, as it may be entirely impossible for some of them to get from one point to another on campus without them.

I urge you to imagine the impact to those who are differently abled that a reduction in service would produce and to carefully consider those users' comments in your plans.

Thank you,

I oppose reductions in service to Routes 80-85. I am in graduate school and regularly have evening classes. I often rely on Route 81 in particular, and it would be a huge disadvantage to me (and likely, many others) if service to this route was cut.

I am unable to make the public meeting, but I hope this comment is taken into consideration. Perhaps I am cynical, but I tend to think these meetings are merely a formality, where the proposed outcome has already been accepted. However, I hope feedback from the community, such as mine, does resonate with the decision-makers in this situation. Thank you for your consideration to this email.