



City of Madison

City of Madison
Madison, WI 53703
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Meeting Minutes - Approved TRANSIT AND PARKING COMMISSION

Tuesday, April 15, 2008

5:00 PM

Room GR-27, City-County Building
210 Martin Luther King, Jr. Blvd.

A. CALL TO ORDER/ROLL CALL

The meeting was called to order at 5:11 PM.

Present: 7 -

Robbie Webber; Carl D. Durocher; Amanda F. White; Gary Poulson; Sharon L. McCabe; Kenneth M. Streit and Duane F. Hinz

Absent: 1 -

Tim Wong

Excused: 3 -

Brian L. Solomon; Jed Sanborn and Kevin L. Hoag

Others present: Chuck Kamp, Sharon Persich, Colin Conn, and Ann Gullickson of Madison Metro Transit; Jo Easland, Parking Utility; Alders Brenda Konkel, Mark Clear, Lauren Cnare, Satya Rhodes-Conway, and Paul Skidmore.

Solomon excused himself at the start of the meeting, but returned during Agenda Item E.3.

B. APPROVAL OF MINUTES

A motion was made by Webber, seconded by Poulson, to Approve the Minutes of the 3/11/08 meeting . The motion passed by voice vote/other.

C. PUBLIC APPEARANCES

Tom Jeray, 360 W. Washington, #215, 53703 appeared before the group to describe a situation in which his wife was scheduled with Metro Plus (Badger Cab). The driver had the wrong address for the GEF Building, where his wife was waiting. When her ride didn't show up, his wife called to reschedule and was told that there was a new policy: if a ride was "no-loaded", it could not be reissued. Jeray explained that a "no-load" was when a ride was scheduled, but the provider couldn't find the rider; the provider noted the "no-load" and then through Metro, the rider later received a \$5 charge. Jeray said that he objected to the policy; and felt that Metro should have provided an opportunity for public comment about this if it was going to enforce such a policy. Staff said they would follow up and look into the situation.

A Roll Call is reported here to reflect that Tim Wong arrived at this point in the meeting, at 5:18 PM.

Present: 8 -

Robbie Webber; Carl D. Durocher; Amanda F. White; Gary Poulson; Sharon L. McCabe; Kenneth M. Streit; Tim Wong and Duane F. Hinz

Excused: 3 -

Brian L. Solomon; Jed Sanborn and Kevin L. Hoag

D. TRANSIT AND PARKING REPORTS

- D.1. [09959](#) Parking: February 2008 Revenue and March Activity Report - TPC 04.15.08

Easland said that February's on- and off-street meter revenues were below last year's totals, because there were four sets of snow days in the month. Streit/Poulson moved to receive the report. The motion carried unanimously.

- D.2. [09960](#) Metro YTD Performance Indicator Reports - TPC 04.15.08

Kamp responded to a question related to a newspaper article, which suggested Metro's ridership numbers were inflated because of the way transfers had been counted in the past and the way they were counted now. He said that the Federal Transit Administration definition for counting transfers had not changed, and therefore Metro's method of interpreting the definition and counting transfers also had not changed: Historically and currently, transfers were counted as boardings. The only thing that had really changed over time, was that now there were transfer points. He said he would describe in more detail at the next meeting how the national database definitions worked. McCabe/Hinz moved to receive the report. The motion carried, with Wong abstaining.

E. NEW BUSINESS ITEMS

- E.1. [09714](#) Authorizing the Transit General Manager to exercise contracting options in the agreements with Badger Bus Lines, Badger Cab, and Transit Solutions for the purpose of providing Supplemental Paratransit Services to Metro Transit for the calendar years 2009 and 2010.

Durocher commented that the three companies cited in the resolution had been providing contracted service to Metro's Paratransit Division. The percentage of rides going to subcontractors had been increasing over the years (as a function of increased ridership on paratransit while the number of Metro paratransit buses had remained constant in terms of absolute numbers of rides provided) – now at 75-80% of all rides. He liked having a mix of local subcontractors, as opposed to just one, because it provided negotiating room and served our interests better. He strongly supported the resolution.

A motion was made by Wong, seconded by Webber, to RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER. The motion passed by voice vote/other.

- E.2. [09961](#) Metro: Update on implementation of the new federal charter regulations - TPC 04.15.08

Kamp noted that new regulations would go into effect on 4/30/08. The Mayor had invited the event planners for UW, Rhythm & Booms, etc. to a meeting to discuss the issue. Metro was developing project descriptions about how service had been provided for each event (now defined as charter work). Metro was planning to send these project descriptions out to the 36 interested private charter companies (12 of which were located in Wisconsin), to see if they would like to provide the same service, letting them know that Metro would continue to provide the service if none of them wanted to. If a private provider stepped forward to do the work, then Metro would step back, and event planners would

proceed to negotiate directly with the private providers. Kamp said that should no private provider be interested, Metro would offer community backup for the service. If this developed, Metro would propose (in May) an increase to the special event fare tariff from \$4 to \$5/round trip, as planned prior to the creation of the new regulations.

Webber wondered if an event coordinator/sponsor could decide that they wanted the private companies to provide exactly the same service Metro had previously provided, and therefore the private company had to meet those particular provisions. Using the example of how Metro could collect funds on the bus, was there anything in federal regulations or in our policy that said an event sponsor could require such specifications? Did federal policy give any leeway to the event sponsors in this regard?

Kamp said that some of the federal guidance addressed her questions and some didn't. For example, if an event planner wanted two sets of doors for entering and exiting, that sort of specification would not be allowed to prevent private company from providing service. He later added that a high price was another criteria that could not be used by planners to disallow private providers. At the Mayor's meeting, staff from one of the Congressional delegations offered to send a letter to the FTA to get clarification about some other technical questions; i.e. Metro had provided some crowd control measures at Rhythm & Booms: i.e., Was the event planner allowed to use that as a criteria? Kamp would keep the Commission updated about these questions. Kamp said the key issue behind the new regulations was the claim that as a recipient of federal funding, public transit was able to offer charter services at a lower cost, which created unfair competition with private providers.

A Roll Call is reported here to reflect that Alder Solomon returned to the meeting at this point, at 5:45 PM.

Present: 9 -

Brian L. Solomon; Robbie Webber; Carl D. Durocher; Amanda F. White; Gary Poulson; Tim Wong; Sharon L. McCabe; Kenneth M. Streit and Duane F. Hinz

Excused: 2 -

Jed Sanborn and Kevin L. Hoag

E.3. [09962](#)

5:30 PM -- Metro: Staff presentation on proposed route changes - TPC 04.15.08

Kamp said that discussion for the proposed route changes began in Fall 2007, motivated by routes that couldn't be kept on schedule (an obligation both to customers and employees); and by capacity issues (per customer requests for changes). Metro had already implemented a few urgent changes, using some surplus funds from 2007. While the Auditor would still find a surplus for 2007, no one had anticipated the rapidly rising fuel costs; and now Metro couldn't guarantee there would be enough money to implement all the proposed changes in 2007. Changes would need to be prioritized to resolve more urgent issues first (i.e., on-time); and to resolve other issues (i.e., capacity) at a later time.

Colin Conn noted that if all the changes were implemented, they would add more service hours to the streets and increase costs. He said the proposals were designed to address three general areas: system simplification, on-time performance; and other issues raised by customer and drivers throughout the year. He outlined the Route-by Route Description as found in the Public Hearing

packet. [Electronic or hard copies of the packet are available by contacting TPC Recording Secretary, Anne Benishek-Clark at 267-8751.] Along with outlining the changes delineated in the hearing packet, Conn added these remarks:

- **Route 3: Simplifying the route and using only Winnebago and Atwood would allow 15-minute service between Routes 3 and 4 between Schenk's Corners and Mills/University.**
- **Route 6: To help resolve schedule problems, new Route 36 would serve the City View area; allowing Route 6 drivers to slow down and increase their time at East Towne.**
- **New bus stop location at East Towne: At northwest location on outer ring, where Routes 20, 30, and 6 would meet.**
- **From the new bus stop location at East Towne, Routes 26 and 36 would serve American Center and to City View respectively; except in PM, when City View would be added back to Route 6.**
- **Route 20 would provide weekend/holiday service to MATC, rather than Route 6, which would stay on E. Washington.**
- **At the suggestion of a driver, routes using Thierer/Lien would now travel from E. Washington to Eagan/Lien, to make ingress/egress to the mall more efficient.**
- **New Route 10: Would essentially replace midday service on Route 9; a one-way loop that reverses in AM and PM, it would run between First Street and UW Hospital, using Johnson/Gorham and Old University corridors. Bypassing the Square/downtown and traveling along Jennifer/John Nolen/Broom between east side and Campus, it would provide 15-minute service between Frances Street and UW Hospital, helping out Route 2 (which was hauling a lot of people). People on Route 5 (along E. Johnson between North and First) could transfer onto Route 10 to get to the Campus.**

(Please note: Solomon joined the meeting at 5:45 PM, at this point in the meeting.)

- **Route 11: Changes reflected "house cleaning" after completion of extension of Observatory Drive (from Walnut to Highland), and would afford faster service; Would continue complementary Route 2-style 15-minute service from West Transfer Point to UW Hospital, then traveling through Campus.**
- **Route 13: Had tried to do too much with this route (using fast links like Olin-John Nolen-Rimrock); couldn't get it turned around from STP-Square-STP in 51 minutes, producing extreme problems with on-time performance; drivers are not machines, and customers have to know that they will get where they need to on time. Would be one-way loop south of Olin; traveling from STP-Olin-Square-back via Park in AM, reversed in PM. Being a loop, any time saved anywhere would benefit entire loop. Acknowledging the negative feedback about the proposal, and regardless of how it might be done, something had to change with this route.**
- **Route 14 and 15: These University/E. Washington routes are backbone of system; proposals would provide 45-minute loops east of East Transfer Point, each serving a unique area; and would continue to East Transfer Point during midday (helping Route 6).**
- **Route 14: Trading off with some service on Route 39, the route would provide peak hour service east of the Interstate to Reston Heights area. Would extend west to Watts-Plaza Roads at Menard's. Would continue serve Highpoint, Tree Lane (inc. apartments at Gammon/Tree), Farmington Loop during AM rush hour, Memorial/Jefferson; but not Colony and Inner Drive; offers more consistent**

- routing through the neighborhoods along Offshore and Yellowstone.
- Designed Routes 14 and 15 to serve as effectively as possible the large multi-family apartments west of campus on Sheboygan Avenue, Old Sauk Road, Junction Road, and Highpoint and Tree Lane.
 - Route 15: Proposal reflected dramatic change, responding to feedback from Junction Road neighbors. Would standardize route, always traveling along Old Sauk Road and Sawmill loop, Junction Road, and always ending up at Watts/Plaza, where it meets up with Route 14; would eliminate service south of Old Sauk (with Route 14 serving Tree Lane-Highpoint); would eliminate service in Old Sauk Business Park (inc. Deming Loop). On east side, route would replace the part of Route 14 south of Cottage Grove (S. Thompson, Kings Mill/Richmond Hill).
 - Route 17: Drivers said they couldn't keep bus on time, esp. in AM rush hour; so change would take it out of Shopko/Copps loop and straighten out route. Service would stop at 6 PM, to save money.
 - Route 18: Problem keeping on schedule during PM rush hour; Beltline and frontage road back up, and buses arrive late at distant transfer points; proposed change would give 40 minutes between transfer points instead of 30; would lose connections at the transfer points but makes the schedule do-able and reliable. Recognized that if a bus can't make it, it can't make it.
 - Route 20: Would go from North Transfer Point to Airport (inc. weekends/eves/holidays), to East Towne. With Route 21 serving Lakeview neighborhoods and increasing its midday service, need for Route 24 (which never worked well) would be eliminated. Using Anderson past MATC, would trade Kinsman route for Airport loop, to reallocate time; Route 6 would serve Kinsman/Bartillon on weekdays, but service to this area would be eliminated on weekends. Would provide half-hour service to airport during weekdays; would provide hourly service weekends/eves/holidays, alternating with Shopko/Copps loop.
 - Route 22: Midday service would remain the same, but three trips after 7 PM would be eliminated; bringing service down to hourly headways to match what's going on in the peripheral loops in the rest of the city.
 - Route 28: Would use new link of Observatory Drive, serving Waisman Center; out University/Old Middleton; would not serve Sheboygan Avenue (served by other routes). Should be better able to maintain schedule west of UW Hospital.
 - Route 34: Would provide hourly service from ETP to MATC throughout day; arriving before classes begin and looping back to pick up students after classes end. Would provide connections from 3, 5, 14, and 30 at ETP.
 - Routes 37: Couldn't get routes 37/38 to cycle the way they needed. Would eliminate service west of Highland on University (inc. not to Sheboygan Avenue); would serve East Dean Clinic/Buckeye (not Advance, Helgeson). Would shorten up route, allow driver recovery, and improve on-time performance. Would shift route from Williamson (with few stops) to E. Washington (by Metro); cost-saving measure.
 - Route 38: Would have significant changes; had received lots of comments. Would provide ½ hour service on Turner. Would provide consistent route: always traveling on Dempsey/Dennett and Division/Atwood; not on Cottage Grove/Atwood/Dennett, or Oakridge. Crossing Atwood would present a problem; but new Route 10 would now come from Schenks and travel down Division/Rutledge. Would provide speedier service; but would somewhat penalize Turner/Dempsey/Davies area to do this, though the area received one of highest levels of service for location so far off the Square.
 - Route 39: Would simplify and standardize route: ETP to Dempsey to Davies; to

Buckeye/Dean Clinic. Would better serve several businesses in the Agricultural Drive area; and pull the route further east.

- Route 44: Would pick up service (from Route 37/38) on Sheboygan Avenue; timed to meet Sheboygan Av service model, which with all routes there, would provide bus service very five minutes until 10 AM. In south Madison, route needed more time and softening of schedule; was originally designed to be a fast link between STP and Campus, supplementing service on Mills Street, but got more added to it; would continue to serve Gilson/Olin Av loop, but not Buick/Fisher/Bram (served by Route 5).

- Route 80: Would use new link on Observatory Drive between Walnut and Highland; would remove some service on University (served by other routes), and would streamline route between UW Hospital/Eagle Heights and Memorial Union. Cycle times would drop enough to provide either same level of service with fewer buses or increase level of service with the same number of buses.

Conn said that in email response to proposed changes, people mostly had problems with Routes 13, 18 and 38. He noted that Route 22 would lose half-hour service at the NTP at 7:30, 8:30 and 9:30 PM. Durocher commented that one of the factors affecting changes to Route 13 was that it operated outside of City of Madison in the Town of Madison. Communities through which the service ran paid for their share of bus service; and the Town of Madison had requested that its service be cut back because of budget problems.

F. 6:00 PM -- PUBLIC HEARING: To hear public comment on Transit Route changes proposed for implementation in 2008 and 2009

[09963](#)

Public Hearing Packet containing proposed route changes - TPC 04.15.08

Durocher said the large number of registrants showed a lot of public interest in public transit and that was good. He noted that the TPC would not be acting on proposals immediately, and that Conn could be contacted with concerns and comments even after meeting. None of changes would be implemented until August. He introduced Alder Satya Rhodes-Conway, who had joined the members at the table. Rhodes-Conway wished that there had been better notification of the Q&A information session at 4 PM, in the Metro notices that had been disseminated. Kamp said that the deadline for comments would be extended to April 18th, and provided Metro's email address and Conn's phone number.

Susan Devos, 626 Gately Terrace, 53711, member of Madison Area Bus Advocates, made three points: 1) While glad to see some vision of enhancements, she was dismayed by proposed cuts in routes and hours of operation. 2) This was a good illustration of why we needed a regional transit authority that placed a priority on improving the bus system in its first phase. 3) The community needed to do better in giving proper acknowledgement to everyone involved in the bus system, including bus riders, drivers and other Metro staff.

MABA envisioned an improved and expanded bus system in the Madison area, thus:

- Approved of reinstatement of Route 10;
- Opposed elimination of Route 17 link between NTP and ETP after 6 PM (wanted weekday link extended to weekends);

- Opposed elimination of half-hour service on Route 22 after 6:30 PM, which would prevent her and others from attending evening events at Warner Park and Lakeview Library;
- Opposed cuts to Route 38, which would discontinue service to Pinney Library;
- Opposed changes to Rt. 18 in the afternoon, which would prevent some people from making connections at the STP after work;
- Opposed cuts to Rt. 19, esp. with last bus leaving Square at 10:15 PM; questioned how this would encourage people to use the bus.

Devos reiterated the need for a regional transit authority, which placed priority on improving the bus system. Wondered how state representatives could look at what the City/Metro went through every year, and do nothing; must conclude they believe that road construction was better for local economy and community than public transit. MABA supported the dignity and freedom of everyone; bus users, bus drivers and other Metro staff were all doing the community a favor, and should receive more recognition and appreciation. Devos concluded: Environmentally friendly transit spurred economic development and a sense of community. We recognized the value of police officers, fire fighters, and hospital workers; why not transit providers? Transit was fundamental to our community.

Alder Mark Clear joined the members at the table at 6:29 PM. Alders Konkel, Skidmore, Cnare were also present in the room.

Sharon Williams, 327 E. Bluff, 53704: A Metro driver for 9 years and north Madison resident for 52 years; sometimes felt the Metro computer program outweighed driver opinion; Metro drivers knew what worked and what didn't. Yet the Commission approved changes every year that didn't meet passenger needs while tightening the noose on drivers' necks and expecting them to run unrealistic schedules. Schedules often sounded good on paper and then didn't work! Since 1999, some routes had stayed the same, while some had time reduced.

Route 28: Was given 37 minutes, to go from Sheboygan Avenue through Campus to North Transfer Point; while packed during rush hour, it needed an hour. It was important for Commission to pay attention to how much time was given to complete runs, and to ask if drivers had enough time to stretch, eat or use the restroom. Current half-hour runs needed 40-45 minutes to complete, until after commute was done at 7 PM; after this, half-hour was okay. Urged members to consider the human factor before approving changes.

Route 13: Keep as is, but interline with other runs, for the driver not to be running a half-hour loop for eight hours with no "me" time. Strongly opposed eliminating bus stop at Olin and Hickory (even if in the Town of Madison), with 167-unit senior apartments nearby. Route 12: always running behind; put Park & Ride back where it was. Why improve things that were fine the way they were? Thought proposed schedule changes to north side punished 2nd and 3rd shift workers. Route 17 should run as it is, until 10 PM and on weekends. Stopping this at 6 PM would force riders to take 45-minute trip (instead of 15-minute trip) to get from NTP to East Towne to ETP. Route 20: Might be okay if enough driver time given. If Kinsmen not on Route 20, keep it on Route 6; but take it off Frontage Road and go back to using (much faster) Stoughton Road. Missing connections on hourly Route 4 was unacceptable; maybe match leave times on Route 4 to incoming buses. Regarding Routes 21/22 at night, we shouldn't make people walk from

School Road to Kennedy and Havey, esp. in winter with ice, strollers and kids.

Williams asked Commission to think before it voted: Were proposed changes fair to passengers and bus drivers? Were night people being treated as well as day people? If members could answer yes, then they should pass Metro's plan. If members thought the proposals would hurt people and drivers, then fix the problem before voting yes.

Ron Cook, 540 W. Olin Avenue, #242, 53715 (Distributed hard copy of his statement and attachments -- Available upon request): Opposed changes to Route 13. Proposed changes took away huge chunk of service to Olin Avenue; resulting in six hours when there would be no service to downtown, and seven hours when there would be no service heading to South Transfer Point. Both the 167 units at Romnes Apartment on Olin/Hickory, and the new Goodman Pool, needed current levels of service. Pointed out the front-page article in 4/15/08 Capital Times, "Fewer buses to the pool?" A new health care service provider would not get service either. Shifting service from Olin to Park would duplicate Route 5. (Conn responded that though not a good solution, it was a way to maintain a schedule.) Cook said he lived in City of Madison, and that bus service was a consideration when he moved to his current residence.

Benito Olivas, 811 Vera Court, 53704: Worked at Webcrafters. Opposed changes to Route 22, esp. changing from half-hour to hour intervals after 6:30 PM. Depended entirely on the bus to get around; had family counting on him to get to/from work. Glad that Route 22 had been running every half-hour, which had helped to increase ridership in Vera Court area. He himself worked evenings at his job, and lots of other 2nd and 3rd shift workers lived in the area, who depended on the bus to get to work. North side did not many transportation options, with 10% fewer people using cars than the rest of the city. Referring to Metro's goal of creating uniformity, he couldn't see why this cut would be desirable, if there weren't other monetary or ridership reasons for doing so; esp. since residents of Woodlands, Carstens, Kennedy Heights, Vera Court, Northridge used Route 22.

Olivas said that with summer coming and no sidewalks on Troy Drive, kids would walk rather than wait to take the bus, which created a safety issue esp. at night when it was hard to see them. Felt like this was a class issue as well; many proposed changes were in low-income areas, where people didn't have enough money to afford cars. Instead of cutting, frequency of times should be increased throughout whole day to increase ridership. Cutting service would affect "choice" riders as well, who might stop taking buses, thereby decreasing ridership and prompting Metro to cut service further.

Even people who worked during the day, needed the buses at night, to go to Walgreen's, Pierce's, etc. Waiting longer at night for buses with groceries, became issue of safety and crime prevention. Opposed cutting Route 17 to ETP after 6PM because people needed this direct route to go to Woodman's to shop in PM. Urged TPC to leave north side buses alone; the neighborhood needed them. Didn't object to Route #22 going in one direction if service ran every half hour. Responding to question re: close intervals between Route 21 and 22, Olivas said that most people rode Route #22 because it was more convenient; and expressed concern about connectivity issues (esp. with Route 4) at NTP if route changed to hour intervals.

Lee Ward, 1313 Lynndale Road, 53711: Opposed proposed changes to Route 13. Lived on west side and worked at Department of Revenue at Rimrock and Rusk. Took bus once a day to go home; took cab in AM to get to work, because Route 18 to the area had been cancelled and transfer at STP was long. If major portions of Route 13 were eliminated, a lot of people would not be able to work, unless they had car or took cab (costing \$31/day for 2-way trip). It wasn't efficient to cut service. Had ridden bus for her 37 years at DOR; used to be able to take Route 18 at 6:30 AM, all the way to Rusk/Rimrock; now took three buses to get home at night with Routes 13 and 11. Aware of Town of Madison problems; but some alternate bus had to be provided if Route 13 cut. Many people – those who depended on buses to do their personal business as well as those who couldn't afford to drive or take cabs to work – would be stranded.

Suzanne Stein, 5329 Old Middleton Road, 53705: Opposed change to Route 15, which cut Deming loop during peak hours. Riders would have to wait 20 minutes to transfer to Route 73; or would have to walk 15 to 25 minutes to get to their job. Old Sauk Trails Business Park was booming; many apartments/condos and growing retail stores were located in the area. Keeping peak service in Deming loop was crucial, esp. if Metro was making marketing effort to acquire more "choice" riders. She moved to where she lived because of current Route 15; and knew of several other riders from east side whose ride time would increase from one hour to 1½ hours if Deming Loop dropped. With recession and rising gas prices, should try to continue to serve current customers and increase number of "choice riders," which would increase bottom line.

Durocher read the comments of the following two registrants, who did not wish to speak:

- Amy Starobin, 837 N. Gammon, 53717: Opposed proposed change to Route 15, which eliminated service to D'Onofrio-West Towne.
- Wendy Cooper, 5210 South Hill Drive, 53705: Requested that the TPC table proposed route changes until the full impact could be determined.

Ida Wyman, 7125 East Pass, 53719: Opposed changes to Routes 56 and 57, which had big gaps in service in middle of the day, and little service after 5:30 PM. These were useless route(s), except during certain times of the day (AM and PM commuting hours), with 6-7 hour gaps in service in between. Chose to live where she lived (Stonecreek and East Pass) because of bus routes there. Liked senior passes and paratransit services; but felt that using paratransit was good unless you needed to go to 2-3 places in a day. Couldn't spend \$10-12/day to do errands if she couldn't use the bus. Suggested adding two more buses in the AM to run to 9:30 AM; and moving PM time to 3:30 PM rather than 4 PM. Wondered when the City considered a neighborhood (like hers) as no longer "new".

Helen Marks Dicks, 1517 Golf View Road, 53704, representing Northside Planning Council: Opposed cutting bus service to the north side; wanted Routes 17, 20, 21 and 22 left as they are. Commented that there was nightlife on the north side! People traveled outside of neighborhood or came into neighborhood to work (Mendota, Central Center); and used Warner Park Center and Branch Library until 8 PM. With a grocery store now (Pierce's), PM bus service would allow people to get to it. More north side residents were dependent on public transportation than

in any other area of the City. Her organization and the neighborhood associations were working on economic development in the area; needed bus service to bring people in/out of neighborhood to shop, to work and to participate. Asked to please stop taking away bus services, inc. those at night. Would help reduce criminal activity of kids if they could get to Center and Library; would help neighbors get to community meetings. North side was forgotten area of Madison. Many north siders relied on bus service. Asked to please not make it worse: just hold the line on frequency of service in evening. Rhodes-Conway cited the statistic that north side residents were 10% less likely to own a car than residents in other parts of the city (per the 2000 Census).

Durocher read the comments of the following registrant, who did not wish to speak:

- Justin Sargent, 1638 Mayfield Lane, 53704: Opposed to cuts to Routes 17, 20, 21 and 22; Madison's north side needed this service.

Cathy Casper, 2114 Red Arrow Trail, 53711: Opposed proposed route changes. Used buses seven days a week. Agreed with comments re: north side. Would take west siders two hours or more to get to north side. Large employers (ex. Central Colony) in the area could offer jobs to people with low skills; but it was very difficult to travel to these employers. Needed jobs and economic development, but also needed a way to get there. Felt it okay to increase fares in order to maintain bus service. Wondered why Safe Neighborhood Fund couldn't be used for some areas where there were problems and transportation was needed. Route 18: Was one of most violent routes, and 20-minute wait at STP was unacceptable. Urged that all routes be changed to 40-minute intervals, so everyone could get there to make their transfers. Route 13: State and county facilities on route should pay their fair share. Route 19: When it ran at 11:20 PM, it allowed 2nd shift workers to get home; also heavily used by students; opposed proposal to move it back to 10:15 PM. A co-worker on Route 15 would probably be using her car again, because of changes to that route.

Cherie Williams, 2 Schenk Street, 53714: (in written comments) Opposed to proposed route changes; cutting PM service on various routes was a safety issue for women. Felt east side service had been gutted. Would have more riders on weekends if buses were available. (in spoken comments) Was lifelong resident of east side; worked on north side. Route 17: Was the only bus many people could use between north and east transfer points; would be hardship for many people to go back/forth esp. on weekends; the Route 20 replacing it, wouldn't come to ETP; would need to go to Square to get to MATC. Helping father on north side; without buses at night, she'd be walking more at night; wasn't comfortable with that; would prefer bus until 9:30 or 10:00 PM. Lots of people from north side going to East High; wanted to keep these two communities (north and east) together. Also, north siders needed to be able to get to Woodman's.

Durocher read the comments of the following registrant, who did not wish to speak:

- Evelyn Shimshack: Opposed to Route 13 changes; concerned about proposed reduction of service at off-peak times to/from Olin Avenue. Route 13 served Romnes Apartments (elderly and disabled apartments), and the Goodman Pool. Both of these facilities needed service throughout the day.

Deborah Ann Speckman, 6823 Raymond Road, 53719: (in written comments) Opposed to proposed route changes; concerned about eliminating existing residential service, and service to existing and new retail business which are open to 9 or 10PM; people who don't drive couldn't be employed in these places. Had access to Route 50, but never knew which side of street to stand on. Would be nice to know if a bus changes to another bus before it left from a Transfer Point. (in spoken statement) Had ridden bus since age 6; being legally blind, couldn't drive. Had lived on far north side (Kennedy/Havey), on west side (Highpoint by Princeton Club), and now in condo near Raymond/McKenna. Chose condo because of access to Routes 50, 51, 57 and 58. In past three years, had lost PM service on Route 51, and now would lose some service on Route 57. Would have to leave hearing shortly or would not have bus to get home.

Speckman felt sorry for people who would lose service entirely; shouldn't have to choose where to buy a house based on having bus service, and then lose the service. Understood about fiscal troubles and that bus drivers needed relief. Understood how other localities couldn't afford their buses, and maybe needed to provide other ways for their people to travel the buses; and let City of Madison taxpayers pay for their buses so that they get bus service. Thought it terrible that employers (like Shopko, Target) had jobs, and people wanted to work there, but couldn't take the jobs because the business didn't close by 6 PM. Thought Metro needed to consider this, and suggested that maybe employers could contribute to a "pool" to support service for their employees. Would talk to Phil Woodman about loss of service for his employees, and hoped he would call everyone. In talking about the suggestion that employers make contributions to Metro in order to provide service to their location, Webber noted that American Family was one business that had done this.

Robert Paulino, District 12 resident and member of Northside Planning Council (Hard copy of his written statement -- Available upon request): Registered in support of improved transit service; and in opposition to cuts to north side service. Was advocate for good transit service; and liked to use transit whenever possible, even when traveling. Liked a lot of things about Madison since moving here, but the slow, infrequent, high-fare, mono-modal transit system was not among them. Lived five miles from downtown; when he took bus the entire way, it took 50+ minutes (not counting waiting time), which was unacceptable. With wide socio-economic range, north side had many people who needed buses, and others who would use them if the service were better. Thought hourly service at night was unacceptable. Many north siders couldn't attend the meeting because they were working or because they even couldn't get home by bus. Plans to cut to hourly service on north side made bad service (with scheduling, meandering routes, long intervals between buses) worse.

Route 17: With a transfer point system, needed to be able to travel from transfer point to all the others, to make the system work. Route 21/22: To say (in Metro's own documents) there would be missed connections (and people would be stranded at bus shelters) was an admission of failure. Thought the new service to the Airport was good. Suggested improvements to Route 29, which was a fairly efficient route to north side: Needed to extend service to 9 AM in morning, and to 6 PM in evening (for people who work until 5 PM or after). Could also back off schedule a little so people could make the connection to Route 22 at Sherman Plaza. Why waste the opportunity to make this connection?

How about a vision for Madison Metro? Let's have the City make a commitment to fully fund a "Platinum City" transit service. Questioned why people (including the Mayor) expressed reluctance to increase subsidy to Metro. Why speak of that as a subsidy? We didn't speak of a subsidy to the Fire or Police Departments; should treatment transit the same way. Paolino's vision for next five years for Madison Metro: A fast, efficient light rail system that can get people from Vera Court downtown in 15 minutes or less; getting good service to the north side.

Thomas S. Mertz, 1210 Gilson Street, 53715: Registered in opposition to proposals. Wanted to discuss service to near south side in general, and Route 13 in particular. Had lived in Bay Creek Neighborhood for almost 14 years. When looking for place to live in Madison, public transportation was a primary consideration. As a one-car family, had made a commitment to public transportation, but found it increasingly difficult to keep this commitment. Previous Routes C, M and Q buses had served the neighborhood very well. More recently, the neighborhood had lost service from Routes 12, 27 and 47; and was now looking at serious cuts to Route 13. For the first time, was thinking about buying a second car. Took him 20 minutes to get downtown on Route 13; under new proposal, would take more than 40 minutes. Being 1.8 miles away, this was unacceptable.

The portion of Route 13 being reduced was an important portion: Served Ferris Center Work Release Program, Goodman Pool, Alliant Center, Coliseum, State office buildings and other employers, residents; was a diverse neighborhood of businesses, attractions, parks – all served by Route 13. Being healthy and weather permitting, he could walk four blocks over to Park Street to reduce his trip time; but not all his neighbors were young and healthy, the weather wasn't always good, and some had children.

Mertz's had some suggestions for Route 13 and service to his neighborhood, based on helpful communication with Conn, and assuming that proposed changes at least partially anticipated loss of support from the Town of Madison, that the proposed time points are a first draft and would be adjusted greatly, and that the on-time issues for riders and drivers (inc. working conditions) are real.

- To address on-time issues on Route 13: 1) At certain times of day, make service on Ardmore loop one way; 2) Eliminate portion of route that serves upper State Street and the Square (have bus take a left on State Street at Johnson and loop back to Gorham, to make up time where there is plenty of service – State, rather than taking service away from area with almost no service – Olin); 3) Reduce the number of stops; and 4) have drivers alternate with other routes – for better working conditions.
- To avoid flat-tire service, stagger Routes 4, 5 and 13 – the main routes serving his neighborhood.

Durocher wondered whether implementation of current proposals for Route 13 would turn it into commuter route (by federal definition). Kamp didn't think so.

Meghan Whalen, 133 N. Franklin, 53703: Opposed proposed changes. Now took Route 9 down to Campus; if route were cut, would inconvenience her next year when she moved further out Johnson. It was now easy to walk to Campus, but where she was moving, it would take her an hour to walk (esp. difficult in winter). Route 2 didn't fit well with her class schedule (arriving before/after class started).

One option that might help: Keep Route 28 running at least every half hour throughout the day. Responding to a question, Whalen said Route 9 was better than Route 10 because it went further east.

Barbara Pietz, 340 Potter Street, 53715: (in written comments) Opposed to changes in Route 13, and to cuts in other routes. Route 13 changes: would make it difficult for people in Bay Creek Neighborhood to get to South Branch Library and Villager Mall, which the City is spending a great deal to renovate; would make it difficult to get to grocery store and restaurants on Park street; serves Goodman Pool and Romnes Apartments. (in spoken comments) Route 13: Agreed with previous speakers. Moved to their present house, because it was close to bike and bus routes; and then bus routes were taken away. Started biking, even during winter, because it was so inconvenient to take the bus; but found this very difficult this past winter. Would like the option of taking the bus, but this would be difficult with the bus going only one way (as proposed).

City was spending lots of money to renovate Villager Mall, inc. \$2.5 million for So. Madison Library: Would now be very difficult to get to by bus; lived only 1.2 miles away, but would have to go downtown and back on one leg of the trip, making what should be a 15-minute trip into a (ridiculous) 45-minute trip. Could go to downtown Library, but preferred to go to the small and diverse branch library. Lived where they did to provide a diverse environment for their children. Thought Madison a diverse though segregated city, with few places where people could go to be surrounded by diversity, like the Goodman Pool. Cutting service to the branch library and pool would limit these opportunities. If Route 13 gets cut further (to one way), she would have to stop taking the bus altogether. Her family had committed to owning one car (and one bus rider). But with kids in school and a two-working family household, the proposed changes might force them to change this arrangement.

Taylor Foster, 309 N. Franklin Street, Apt 12 B, 53703: (in written comments) Opposed cutting Route 13; supported more Campus (Johnson/Gorham) routes. (in spoken comments) Because many people at hearing spent a lot of time rearranging their lives around bus schedule, she thought it important for members to hear all comments, though they might be redundant. Many people were dependent on bus (and feet) to get them everywhere (to work, school, entertainment, groceries); noted time and difficulty involved in going to the two major grocery stores at either end of town, when living downtown. Changes may be well meaning but wondered who these proposals were really trying to capture. Wondered if Route 13 service could be increased during summer months, when service decreased elsewhere; or maybe could have multiple buses run in an hour, or change the times of routes, or run shorter routes, or plan other services.

Having one bus an hour was a hassle, esp. at night, dangerous to be out walking or waiting at transfers. Didn't think changes were well thought out. Extending hours of service might get more people to fit buses into their lives. Echoing others, buses seemed to run for commuters (Route 9 and 28); three buses served Johnson and Gorham, but not consistently, maybe Route 10 would help, but that too seemed pretty hard to figure out (running a loop once in a while, running differently in AM and PM). Was hard to get to far west side. Route 13: With annexation of Town of Madison in the future, the area would need service. Maybe the bus could make fewer stops, but asked that service not be cut to Pool

and Romnes Apartments (in City). Urged people to try to spend several weeks relying totally on buses, to see what that was like. Had ridden on buses in Europe and in U.S., where bus systems were so much easier to figure out. Weekend Campus area was hardly being served at all (esp. after 11 AM, when people needed to get home.) These were some things that might increase ridership.

Kristin Kilmark, 542 Troy Drive, 53704: Had disability and depended on bus; used buses all her life. Held two jobs and used Routes 4, 22 and (sometimes) 2 to get home. Waited at transfer points, late in evening sometimes; wasn't easy to get home. Wasn't right to cut routes used by others as well. Felt better if she didn't always like to ask friends for rides; felt better to have more freedom in evenings and during the week. Had seen other more disabled people using the bus, and they had harder time getting on than she did; some relied on ramps, and she felt fortunate that she didn't. Worked on State Street, and was easier to get home in evening if buses came on half hour and hour. When leaving for work in AM, knew Route 22, and had all the times memorized for Route 22; and hoped that half-hour times would not be eliminated.

Connie Kilmark, 1802 Winnebago Street, 53704: Had been homeowner on east side for 24 years; mother of Kristin (new home owner on north side). Was also Board Member for Madison Area Community Land Trust, which had invested heavily in permanently affordable housing on Troy Drive because they thought transportation to that area of town would remain good. When building permanently affordable housing, did so for families that needed permanent affordability, succeeded by future families that needed it. Felt that affordability was at least partly about public transportation.

Having grown up in NYC, she thought of public transportation as a public utility (like water, curbs, electricity). Didn't consider our pattern of development at a point yet where we ought to open a new neighborhood without public transportation being the connective tissue of all members of the community.

Route 22: Affected the neighborhood where Land Trust had built and affected a person with autism, who by definition was more vulnerable to a number of different kinds of assaults. Made her uncomfortable to think about the North Transfer Point, with the isolation and length of time, which in the evening and in the dark, would add to time at the NTP. Her daughter Kristin was a fan of Madison Metro, and had won a prize for an essay, which was published in Metro's newsletter. Kristin promoted Metro to all kinds of people, inc. confirmed car owners; and said that "when you take the bus, when you get there, you're there," instead of having to find a place to park. Kristin was a supporter, and Connie would rather not have her daughter's large life become a smaller life because of waiting in an unsafe and too isolated transfer point at night. Many people on Troy Drive had jobs with odd hours; not all people had conventional 9 to 5 jobs. Public transportation of the City ought to recognize that and accommodate that. Concluded by saying that the schedule should be made for the people, not the people for the schedule.

Nancy Rottier, 130 Lakewood Blvd., 53704, President of Board of Directors of the Interfaith Hospitality Network: Registered in opposition; urged retention of service for Route 13. IHN was a non-profit organization, which provide a homeless shelter and shelter services to homeless families. Was on same side of concern about Route 13. In 2007, IHN was notified that they had to move offices

by July, 2008; chose to contract for offices on Olin Avenue, a main criterion being that there was access to the bus system. IHN's day center where families reside would be Olin Avenue, right by the Family Service Association. Families would need to get to Job Service on north side, and to get to job and medical appointments; their clients were consistent users of bus service, which was main concern when looking for a place to relocate. Now found themselves in an interesting bind with prospect that one of their goals would not be met by move to Olin. As a result, IHN was a very interested observer in process; encouraged by comments made at hearing about Route 13. Proposal changes to Route 13 would make things extremely difficult, adding extreme amount of travel time for their clients traveling with children during the day.

Michael Barrett, 2137 Sommers Avenue, 53704, speaking on behalf of Madison Area Bus Advocates: His main suggestion: Build on what you have; don't tear what you have, to build something completely different. Group had heard about the problems that would come about, due to that sort of thinking.

That said, there were some good things in the proposal:

- Number of hours of Metro's run time had been expanded; was long overdue and hoped we'd stepped back from the brink on that. Happy to see expanded bus service, because it would reduce traffic congestion, CO2 and many other noxious tailpipe emissions; saved Madison families money and made Madison a more attractive place to live.
- Happy to see return of Route 10 (being hailed joyously on east side).
- Repairing Route 6 was also commendable, and should be taken as a lesson that extremely winding routes limited the effectiveness and utility of a bus line for all users; something we've outgrown. Needed to begin thinking like a big city, with super direct routes that didn't vary by schedule.
- Kudos for keeping Route 3 on one street all the time in the Atwood area; helped with predictability, which made the line more attractive for more riders. Also, a main bus line should not avoid a major shopping and entertainment district as significant as Shenks Corners. Route 3 was example of how transit and land use should work together.

The system was still well below the hours of operation in 1988, despite the fact that Madison was the fastest growing city in Wisconsin. Meanwhile, road expansions continued at roaring pace, leaving many neighborhoods adrift with inadequate bus service.

MABA urged Metro to build upon success rather than jacking around one line to boost another (Ex. Route 10 and 11 were axed to build Route 9; now Route 9 being axed to build Route 10). Not good for long-term ridership. Regarding low ridership in suburbs and cutting Route 39: Provided example of why MABA was pushing for smaller, more fuel-efficient buses for low-usage areas. More importantly, was also the reason why MABA was pushing Commission to demand transit-oriented development for all new developments; because without it, transit would fail. Conn's reference to high-density areas filling buses in three stops was good example of why dense transit-oriented development was so important to transit.

For the long-term health of Metro, TPC needed to address their alders, county supervisors, state legislators and U.S. representatives (inc. Madison delegations) as to the dire straits that their car-centric policies had inflicted on our transit system. Some reps had even taken leadership roles in eviscerating bus funding,

and needed to be held responsible – by nobody better than the leadership at this table. With proposed changes, had about as many small steps forward as backward. Was travesty that fastest growing city in state had slashed its transit operations by 25%. Barrett was sad to hear that Wong was being taken off the TPC; the Commission needed to support people like Wong, who had been such strong advocates for transit.

Durocher thanked Barrett as member of MABA for his ongoing monitoring of public transportation and his insights. He also thanked him for pointing out that the real solution to the current dilemma was to advocate at other levels of government, that it wasn't just us that could do this; that other levels of government were responsible for the funding and the political climate and political will to be able to create the system that everyone wanted.

Jerel Alexander, 1506 Troy Drive, 53704: Usually rode on Route 22 to North Transfer Point; shouldn't eliminate Route 22 at nighttime (to Troy Drive and Northport). Worked cleaning up after Kohl Center and Camp Randall events and worked late hours; shouldn't cut the buses down. With 21, he was fortunate; he could take two buses home. Hoped that the 11:30 bus could be put back in service, so he didn't need to worry about missing the bus after work. When he took bus downtown to go to church at 5:00 PM, he had trouble getting back home because all the buses had stopped running, and he was told he had to get off the bus to wait in the cold; all the buses were packed and crowded. Had three routes to get him to work, but none to get him home. If he was on the last bus that got him to the transfer point, he was on his own, perhaps biking; again esp. hard during the winter.

Durocher read the comments of the following registrant, who was not available to speak:

- Albrecht Gaub, 4817 Sheboygan Avenue, #411, 53705: Registered both in support of and in opposition to proposals; protested against proposed change of Route 15 (Deming loop) which resulted in difficult situation for outbound commuters to far west side.
- Ron Edwards, 4924 Camden Road, 53716: Registered in opposition to proposals; against cut to Route 17 at 6:00; urged care on Routes 37, 38 and 16.

Michael Huckaby, 2041 Helena Street, 53704, representing National Federation of the Blind of Wisconsin, Dane County Chapter: Felt that Conn had the most thankless job in the room. Had concerns about proposed changes, both on an organizational level and on a personal level. On organizational level: concerned that change of stop location out at East Towne Mall, created circumstance where accessibility and safety come into play. Where buses now stopped, right up against Mall, was both safe and accessible for disabled people to get into/out of Mall; didn't have to cross parking lot, where there was increased number of silent cars (hybrids); hard to cross in front of those when you don't know they're there. A more remote stop increased safety hazard in winter, with snow and ice, and with wind and rain making it hard to hear traffic. Could avoid these safety issues by leaving the bus stop at the Mall where it was.

Of personal concern was Route 3: Used portion of Route 3 going into town that ran down Division-Rutledge-Jenifer; which admittedly lessened opportunity for

15-minute service through Shenks Corners, but which didn't weaken the 7.5-minute advantage from Jenifer-Baldwin on. But proposed change would eliminate a bus going throughout the day that traveled safely from his area downtown to the Square. Route 10 didn't travel to Square; and Route 38 only traveled at rush hour. To get to new Route 3, people would have to cross Atwood Avenue, where there was no light during busiest time of day, creating another totally unsafe situation. Didn't think keeping current Route 3 would take any significant business away from Shenks Corners. But felt that changing the route would take service away from all people in the area inc. disabled who would have to walk to Atwood and cross there; felt this was unreasonable and unrealistic; predicted big loss of ridership by doing this. Wasn't a change that was necessary or would provide significant benefit for time; instead would create significant hardship to people on that line. He almost never used buses on weekends, because that loop was cut (on Route 7). Felt slighted. Route 3 was one of reasons why he lived where he did. Concluded by inviting members and staff to come with him on walking tour of proposed bus stop at East Towne and of proposed Route 3.

In response to question, Persich said the intention of the proposed move of the bus stop at East Towne was to save time for bus movements; the new stop would be situated straight out from Food Court beyond first tier of parking. Persich said that (per discussion at ADATS) Metro was planning to contact Huckaby and his group about taking a walking tour of East Towne. Conn said that the new stop would accommodate three buses; at current stop at Boston Store, just one bus created problems with traffic. He said that East Towne was prepared to create amenities at the new bus stop, and were discussing creation of a sidewalk through the parking lot up to last street before Mall. Said it would be similar to new bus stop at West Towne, which schedule-wise and turning movement-wise was very viable in getting buses in/out of West Towne. Huckaby thought the West Towne stop was horrible. Conn said that Metro would prefer ingress/egress right up to Malls, but the Malls didn't support that, because of traffic issue.

Charles Buggs, 1305 Tompkins Drive, Unit C, 53716, President of Dane County Chapter of Wis. Federation of the Blind: Registered in opposition to Route 38 reduction. Concurred with Huckaby about changing Route 3 by cutting out Division loop; created a problem for people who would now have to cross two lanes of traffic on Atwood without a light for several blocks, in order to catch westbound bus. Lived on southeast side; concerned about reducing 38 from 15 to 30 minutes. Route 38 was a very full bus, a popular route. People would be sticking out the door because it was such a popular route. Wasn't sure why the change was necessary; since Route 10 wouldn't go to Square. Regarding Route 16, which traveled between ETP and STP: Worked all different shifts at hospital; and there were certain times of day when route didn't start/stop at transfer points, but instead started/stopped in middle of route. Sometimes took Route 16 at 11 PM to get home, but bus sometimes stopped in middle of route, two miles from his house. Couldn't figure this out; with bus and driver already there, why not go the rest of the route to transfer point to make the connection and allow people to go where they needed to go?

Richard Hare, 50 S. Gammon Road, #D, 53717: Opposed changes. Preferred to eliminate Route 7, and put back Route 3 on weekends/holidays? Sometimes asked to get to work early, and had to tell his boss he couldn't, because hourly service got him there either an hour early or 15 minutes late. Wanted Route 14 to

be weekend and holiday route also; was great cross-town route. Had trouble getting across town to work on weekends. Wanted Route 13 kept as is; wanted to speed up annexation of Town of Madison. Had turned down OT because he couldn't get to work. Would love to visit north side to see Mallards more; could get there but couldn't get home; would have to walk from WTP and only see half a game. Wanted to get rid of "R&R" loop on Route 13, to make it more efficient and on time.

Lorry Bond, 1902 Aberg Avenue, 53704: Contrary to what bulletin said, Metro was not adding service to the north side. Had been a homeowner on north side for seven years and resident of Madison for 30 years; disabled for 15 years. Many north siders (inc. herself) relied on bus to carry on daily lives (grocery shopping, entertainment, friends, doctors), not just to get to/from work; many had no car. Someone at neighborhood meeting said the reason there was good service for commuters, was because business subsidized the system. She had been a taxpayer for close to 10 years, and wondered if that meant nothing. Had seen many changes to bus system over 30 years; no longer had Women's Transit at night. Asked TPC and Metro to consider needs of all of Madison; not just commuters and not just students. Asked that the very poorest and very youngest be considered. Talked about forcing people to stay at NTP for half hour; should consider the mother with a baby when it gets cold and dark. Living across from transfer point, was concerned about the safety issues for her and the neighborhood, esp. with increased criminal activity there, while certain riders waited for a transfer (idle hands). There was no place for people/kids to go while they waited. North side police district was also concerned about increased criminal activity. Felt that proposals for north side wouldn't work; asked that alternatives be considered.

Laurie Wermter, 847 Williamson Street, Apt. 9, 53703, Member of Board of Directors of Madison Area Bus Advocates: Lived and worked on Isthmus; lived eight blocks east and worked eight blocks west of Square; couldn't afford a car. Endorsed new Route 10. Isthmus bus riders had been rejoicing about the proposal to restore downtown circulator service (equivalent to beloved old paired Routes 10 and 11). By operating from Division Street in east (by Barrymore) to UW in west (by Clinical Science Center) and bypassing the Square, new Route 10 would easily move people in the most housing dense parts of the city, down to and along the UW Campus corridor for school and work. Felt design of route was unique in that it would serve both Jenifer Street and Johnson Street corridors, allowing people on one side of Isthmus to easily get to other side of Isthmus to shop and run errands. Proposal had service operating on both Johnson and Jenifer between 9:30 AM and 3:30 PM; and felt that this sort of service (in both directions) should be provided all day long, in order to be a really effective downtown circulator and to address the needs of Route 9 riders. New route also took advantage of the fact that the Isthmus was populated by people concerned with eliminating or reducing car use, for the sake of economy and the environment. Having such a circulator again would help reduce car use, reducing carbon emissions (per Mayor's goal), which should help win more resources for the bus company (since it would probably do more than home improvements would). Based on productivity of old Routes 10/11, new route should gain more riders; but must maintain current level of service by main lines, (Jenifer) Routes 3 and 4 and (Johnson) Routes 2 and 6. Wanted to see service all year round, not just during UW school year; but this restoration was a good start. Talked about old Route 8, which was an effective west side circulator, linking west side with

Campus/downtown, and allowed downtown residents to make easy use of west side businesses (i.e., Dean-West clinic, which had located to present site based on having bus service there). Route 8 was gutted in 2006 service changes; wanted this circulator restored as well.

Durocher read the comments of the following registrants, who were not available to speak:

- Cynthia Travis, 3150 St. Paul Avenue, 53714: Registered in opposition to proposals.
- Russell Novkov, 4817 Sheboygan Avenue, #508, 53705: Registered in opposition to proposals. Proposed changes were too complicated and caused inconvenience. The City could afford to fund Metro; using fines from parking and traffic citations; the City needed to get priorities straight. If not possible to do this, Metro and City should lobby legislators to fund Metro.
- Randy Black, 4425 Elgar Lane, 53704: Registered in opposition to proposals.
- Jacquelyn Lightfoot, 102 Brown Quail Court, 53713: As a single parent of four daughters who used bus system often to get to/from work, and to visits friends/family, registered in opposition to proposals.
- Jean Blackmore, 5321 Marsh Road, McFarland, representing Interfaith Hospitality Network: Asked that Route 13, which traveled Olin Avenue, not be changed. Needed regular hourly service for homeless, who will be clients at the IHN Center on Olin, which would soon be located in the area across from Pool.
- Dennis Blackmore, 5321 Marsh Road, McFarland, representing Interfaith Hospitality Network: Registered in opposition to proposals. Supported the position of IHN, whose clients needed the frequent bus stops that now existed on Route 13.
- Jane Leussler, 1212 E. Mifflin Street, 53703: Route 16 was overcrowded and unsafe for students and adults who rode with students; too much tension was resulting in major fights and police action rather than reasonable transit.
- Sandra Glick, 1416 Willow Trail, Middleton, 53562, representing Interfaith Hospitality Network: Registered in opposition to proposals. Was volunteer and financial supporter of IHN. If Route 13 were cut, IHN clients would not be adequately served; clients often didn't have other transportation options; and wouldn't easily get the services IHN provided – services that are necessary to move homeless families into stable living conditions.
- Jocelyn Milner, 2731 Mason Street, 53705: Registered in opposition to proposals. Supported continued (at least) hourly service by Route 13 (or other service) to IHN facility to be located on Olin Avenue.

Ted Voth, Jr., 1146 Williamson Street, #3, 53703: Registered in opposition to proposals. Lived on Willy Street; was inconvenienced by last round of (2006) bus cuts. Normally rode Route 4 to north side to see daughter; but recently, on return trip, had gotten to NTP after 6 PM and wondered how/when he'd get home. Recently went to son's place just across from STP on a Sunday; and upon

returning, had to choose between waiting 45 minutes for next bus, or walking. He had walked; but not all riders were in position to do so. Was bemused by talk of “choice” riders; wasn’t sure what that meant: Did it mean people who chose to ride, or did it mean those whom Metro chose to favor? He was an “obligatory” rider; when he needed to ride, the bus was his only “car”. Speaking of justice, words in the Constitution talked of promoting general welfare; Voss felt it proper to spend some taxpayer money on taxpayer welfare. Voss said that what Katrina did to New Orleans, the Bush administration and the State Legislature would like to do to poor civil society. With all the money sent to D.C. and the state house, we had the money, but he didn’t know how we’d shake it lose – the problem that Metro was working under. Nevertheless, the evening and weekend service cuts hurt precisely the people who needed Metro the most.

Michael Jacob, 410 Russell Street, 53704: Registered in opposition to proposals. Referring to crowd attending hearing, he thought the hearing was less crowded than the Route 38 he rode every AM. Gave kudos to current Route 38 and to people who came to hearing. Lived on near east side by Schenk-Atwood-Marquette neighborhoods came together; worked on Campus during regular office hours; his life as commuter and Metro user was very good. He thanked Metro for fast, frequent service in his area; as well for partnership with UW, which provided free pass to him. Was grateful that proposals kept service in his area largely intact. Was the sort of a “choice” rider that Metro needed. But, he was concerned that serving “choice” riders well might be at the expense of other “choice” riders, who had “no choice” but to ride the bus, who may be taking it on the chin with these proposals because of their lack of choice. Just like a few years ago when rates were increased, people with free passes from their employers were kept whole for the most part, but those who weren’t “choice” riders took it on the chin.

Jacob urged a stop to the self-fulfilling prophecy: cutting routes that didn’t perform well, and then of course they performed less well; and next time, they’d be on the chopping block. Should offer more choices to those folks with few choices, to be able to use buses to do the things they need to, to keep their neighborhoods alive and well, to use their shopping districts; to give them the choice that near east siders, near west siders and downtown residents have. Thanked people for the service he had; but urged people to listen to those who weren’t getting what they needed. In response to a question about Route 3 change via Division to via Winnebago, Jacob talked about a neighbor who had no choice but to use Jenifer St. Market. It wasn’t about the route east of Division; it was about those who used the Market and lived in the Rutledge/Jenifer area. Things like walking on the steep hill along Division and crossing two busy intersections made a difference. He had lots of choices for his commute during peak hours. But folks who needed service outside of these hours would be taking it on the chin.

Carolyn Rose, 1025 E. Gorham, #1, 53703: (in written comments) Was concerned about loss of service on Kinsman Loop as now served off-peak primarily by Routes 6 and 20. Seemed that these routes were viewed as serving primarily MATC, with no consideration for those who worked shift jobs at (at least) two businesses, or lived in several apartment complexes on the Loop. The Loop needed late night/weekend service. Mentioned co-workers at Bell Labs (3699 Kinsman), and suggested contacting Mary Jo in HR for details about the numbers of riders on all three shifts who used the buses (24/7). (in spoken comments) Was

third shift worker and her major riding times were off-peak. Worked at factory that was open 24/7; and service there now was pretty good, esp. first shift workers. It worked for her too because, during the week, she arrived before bus service ended and left after AM service began; weekend was less good and was looking to get worse. If she couldn't work weekends, she would have to take a 50¢/hour pay cut – an enormous cut to her budget. Her employer was not the only business in that area; and there were large apartment complexes there too. Urged more consideration of service during off-peak hours, not less.

Durocher read the comments of the following registrant, who were not available to speak:

- Lana Polansky Maurer, 5001 Sheboygan Avenue, 53705: (in written comments) There was absolutely no solidarity between the police and Metro. Asked why police couldn't rider Metro to make their presence known, which would solve a great many problems. As it stood, drivers had to police their passengers, keep them safe, and guard against families being disturbed. Drivers had immense responsibility and no breaks.

Lisa Subeck, 818 S. Gammon Road, #4, 53719: Concerned about cuts to Route 13 and the impact on Interfaith Hospitality Network. Noted that there had been several families out in the hall who used IHN services and couldn't stay because of child care issues; they wished to speak in opposition to the cuts, but may have just marked the registration forms "in opposition" without specifying Route 13. Subeck said that IHN was part of Dane County shelter system, which served families who were sheltered out in churches and then were taken by vans to day centers like the one at IHN. From there, they would go to work, housing appointments, employment search, and to other types of services. People who used warming shelter at Salvation Army also used the IHN day center, went out to IHN's Olin Avenue location and used it as their home base during the day. So good bus service to that area was absolutely critical. In her job at the downtown YWCA, Subeck worked with families who consistently came back/forth from IHN and she knew how critical this bus service was for them (since so many had no vehicle). Strongly encouraged the group not to make cuts to service on Route 13.

Working with low-income, heavily transit-dependent families from the area, Subeck was also surprised to learn that service to Allied Drive was going to end a half hour earlier. Had just been notified of Section 42 tax credits, which would allow low-income housing to be built in the area, and which would also be occupied by transit-dependent people. The area was already very isolated (not too many ways in/out). Asked that service not be cut there, which would strand residents even earlier in evening. Many in the neighborhood worked service jobs, which ended around 10 PM, and they wouldn't be able to catch a bus to get home. Seemed like when cuts were discussed, the easiest targets were chosen, which hit people the hardest and were the cuts that hurt the most.

As a resident of the southwest side, Subeck was glad to see that service was extended out to Courtland Commons, which hopefully would reduce traffic on Gammon Road. Still looked difficult to get from southwest side to anywhere on the bus; didn't see any significant improvements there. Could bike downtown faster than bus during off-peak hours. Hoped group would consider recommendations of Southwest Neighborhood Plan for these and future changes. Also thought that cart corrals were needed for certain bus stops: on Gammon

Road near Woodman's West, or the Walmart nearby. Wondered if bus service could stop run right up to these businesses, so that people could leave their carts at cart corrals right on the property of the businesses rather than littering the neighborhood.

Durocher mentioned that having (Route 13) service to the Huber Center was vital, and wondered if maybe the County could be persuaded to find transportation money for the Town of Madison to help pay for their share of this service, which might solve the dilemma.

Edward Kuharski, 405 Sidney Street, 53703: Registered in opposition to certain parts of the proposals. (in spoken comments) Worked at Marshall Erdmann and lived near Tenney Park. Opposed elimination of Deming Loop. Had talked to HR director at Sitel, who said that it was already hard to get workers to/from the north side in time for day care pick-up, and that she would have lay off six north side workers if Deming Loop were eliminated. He himself was a new, returning bus addict; loved taking the bus; it had changed his life.

Rather than looking at the problems, we needed to look on the up side. Bus service was the best product to sell right now: With high fuel costs, a great opportunity existed to get people (with a choice) out of their cars, which would improve everyone's quality of life and in the process would make life better for everyone in the city. Disparity in our society was appalling; had been years (since Carter era) when transit was good in Madison, income disparity was the least, and poverty and public health were the best. Riding the bus was a beautiful social experience, providing more time in the day to call his own, less hassle (from driving). Wanted hearing to be a "revival meeting", rather than having discussion "coming from shortage." Asked who was at hearing from City Planning, from the Mayor's Office, from Economic Development. Good transit was an economic development engine, a way out of poverty, a way into contributing to tax base, a way to develop city in a rational way.

But to be effective, the system had to honor its commitments; to keep bus routes in place for the length of mortgages at least, and to have a reward program for locating near a transit stop and not removing the stop within a year. Business had part to play. High-density developments like that on Midvale that were touted as transit-oriented, should have a requirement that a stop be located right in its lobby; that's how real (Peter Calthorpe) transit development works. With 5 or 6 transfer points/hubs near Beltline, should have high frequency, express bus service on Beltline that connects them all to each other, with loops feeding to them. Saw businesses closing at Greenway Station, because workers couldn't get there. Felt that public transportation had the potential to "cure" many problems (racism, poverty, etc.)

Durocher read the comments of the following registrants, who were not available to speak:

- Daphne Wrenn, 3150 St. Paul Avenue, 53714: Rode bus and registered in opposition to proposals.
- Ashley Wire, 2613 Hazelwood Court, #4, 53713: Registered in opposition to the proposals. Needed more buses or for all buses to run every 15 minutes. Had to sit in the cold way too long to wait for buses. If (certain) buses were eliminated, a

lot of people would lose their jobs.

- Lynn Martin Erickson, 514 Dunning Street, 53704, representing Interfaith Hospitality Network: Strongly urged that Route 13 be retained, in order to make the new IHN location at 128 E. Olin viable. Homeless people needed to be able to reach the Center; most of them had no cars.
- Jean Johnson, 2426 Willard Avenue, 53704, representing Interfaith Hospitality Network: Asked that access to Route 13 not be limited. People who used IHN day center were homeless and relied on public transportation. Also, this was only route that served Goodman Pool.
- Henry Dickson, 755 Braxton, 53715: Registered in opposition to the proposals. Was opposed to bus cuts because they would leave a lot of people out in the cold.
- Sharae Travis, 3150 St. Paul Avenue, 53714: Registered in opposition to the proposals. She had to ride the bus every day.
- Tracy Powell, 2505 Fremont Avenue, #2, 53704: Registered in opposition to the proposals. Her children frequently rode Routes 22, 17 and 27 for after school activities, and her oldest used the routes to get to work. Had to be a better way for Metro to accomplish their goals than targeting the north side routes. Would even suggest increasing the bus fare.
- Voyinese Adams, 74 Sinykin Circle, 53714: Registered in opposition to the proposals. Opposed cuts to Routes 17, 20, 21, 22 and 13. Wondered how children in that area would get to school, and all the working parents and guardians get to work. Didn't think it fair to those families who really depended on this transportation. Asked that children and parents who are struggling in this town be considered.
- Margaret McEntire, 570 Troy Drive, 53704: Registered in opposition to the proposals. Had become commuter on Route 22 over past 12 months; opposed changing service from 30 to 60 minutes in the evening. Thought it miserable in the winter to wait more than 30 minutes for a bus, even if in a bus shelter. Was not uncommon for one bus to arrive late at NTP and cause riders to miss their connections. Would prefer not to have more delays that might occur with the proposed change in the Route 22 schedule.

Mike Goodman, 540 W. Olin Avenue, #211, 53715: Opposed to cutback on Route 13. Not sure what could be done about Town of Madison, which was unable to financially support its portion of the route. He lived on Olin Avenue, near Olin/Hickory stop; used Route 13 frequently and would not like to see service cuts there. Used buses during inclement weather, when his side street was not plowed out quickly; car could get stuck easily in even the smallest amount of ice or snow; and liked not having to take car out and risking the chance of getting stuck. Talked about particular hazards of backing down several blocks on Emerson Street during inclement weather. Not directly related to proposals was his concern about the location of the time point at Breese and Regent with Monroe cutting in at 45 degree angle and only one light available and two road accessing one lane, with the bus in the other lane: was an accident waiting to happen, a hazardous situation.

Cynthia Higgins, 4205 Bainbridge Street, 53716: Registered in opposition to proposals. Was a Route 38 rider in the section that would be impacted. Had read Draft Final Report of Long-Range Metro Transit Planning, and one of its stated goals was to focus on current riders to keep their experience positive and retain them. Was not happy about the reduction in her area; seemed like every time there were schedule changes, service to her neighborhood was reduced. Lived in Lake Edge Neighborhood, bounded by Monona Drive, Monona Golf Course, Stoughton Road and Cottage Grove Road. Buses seemed to travel major arteries: Turner, Pflaum, Buckeye, Cottage Grove, Davies/Dempsey, so for many residents, it was a 5 to 10-minute walk to the bus stop. She didn't mind this even when she had to walk thru a snow-covered field, but she just didn't want to lose her bus stop.

Higgins knew that access to Monona Drive was cut off because Monona was not contributing to Metro; but half of Monona Drive was in the City of Madison. The proposal now would take out the last part of Monona Drive that was in Madison and widely used by residents there. Route 38 was a commuter route; proposal would reduce service from 15 to nine rides in the AM, and from 12 to eight in the PM. If a person missed the bus, it would be half hour wait or a half hour walk to Olbrich to catch Route 3. Her neighborhood was 15-minute drive from downtown and was not a new development. People didn't want to go to transfer point (away from direction they were going) to get downtown or UW. Hated to see service cut to a (near east) neighborhood like hers, close to downtown with good ridership. People would just start driving; she might have to start driving to Marquette neighborhood to park and catch the bus. Worried that service would continue to be reduced. Would have preferred that the (lost) 10 rides per day be shifted to evening service to the area. She had to drive car to get home at night when she worked past 6 PM (she didn't feel comfortable waiting in transfer points at night).

Durocher read the comments of the following registrant, who was not available to speak:

- Richard Huntington, 27 Boca Grande Way, 53719: Registered in opposition to the proposals. Noted that his wife traveled across town from west side to far east side to/from work every day. To get home, she used either Route 39 (at Helgesen, Advance to ETP), and then Route 3 to downtown or WTP; or Route 14 to downtown, and then Route 57 or 56. Was concerned whether the new route would permit her to arrive at work by 7 AM.

Jim Aldrich, 3709 Morning Road, Apt. A, 53704: Registered in opposition to some of the proposals, because of times of buses arriving in relation to one another. Route 6 was timed to arrive at Square when no other buses arrived there, except 20 minutes apart; had been wrong for a long time; used to be 10-15 minutes, and now it would be 20-25 minutes. Looked like service to the Hayes Loop was being cut again; but then he had heard that service there would be increasing. It upset him that he didn't know who to believe at Metro, or who was in charge. Wasn't a good way to run a business. Taxpayers paid for Metro salaries and for service; and people of city should come first. Felt like he was getting the shaft, by being told different times and different routes, each time he spoke to someone. Talked about residents and businesses located on Hayes Loop, who needed service there. Was confusing to workers, who used this route esp. late at night. Didn't like it that PM service stopped at Forest Run and then headed back to the garage with its lights shut off; why not just complete the Loop back to E. Washington?

Durocher read the comments of the following registrants, who were not available to speak:

- Andrea Masseur, 1410 Williamson, 53703: Could use more Route 12 trips from Park & Ride directly to downtown all day between 6 AM to 6 PM, instead of going to South Transfer Point.
- Cynthia Travis, 3150 St. Paul Avenue, 53714: Registered in opposition to the proposals. Knew people with children who have to go to work on late shift; was already hard to go and to have to take children on the bus. Needed all the buses they could get, even if the fares had to go up some.
- Peng Her, 5310 Arapahoe Lane, 53704: Registered in opposition to changes to bus routes on north side. Asked that north side not be punished anymore; and that it not be treated like a foster child.
- Brian Barr, 4357 Beilfuss Drive, 53704: Registered in opposition to the proposals, based mainly on the apparent deterioration of service between north and east sides of Madison, esp. Routes 20, 21 and 22. Cutbacks in number of runs and negative impacts on connections/transfers were his biggest complaint. Impact on his bus use: Would greatly increase his work commute from 45 minutes to 1½ hours – which was unacceptable.
- Thomas Moran, 843 Williamsons, #5, 53703: Registered in opposition to cuts to Route 22. There were large number of people – esp. disadvantaged friend – who would further be put at risk by cutting back Route 22 from ½ hour service to hourly service.
- Pat Mooney, 705 Riverside Drive, 53704, representing Interfaith Hospitality Network: Registered in opposition to the proposed changes to Olin Drive. IHN, a not-for-profit organization, recently signed a lease on Olin Avenue; its consumers (homeless families) needed bus service to IHN's offices.

Debby Lynn Aldrich, 3709 Morning Road, Apt. A, 53704: Lived on Route 6 Hayes Loop; took 3:52 PM to church and 7:01 PM home, which would now be 8:01 PM, with an hour or more wait to get home after Mass. Also used 9:30 PM on Sunday from West Transfer Point and used 9:52 PM at East Towne on weekends; and hoped both would stay. Connections on Route 6 were poor: Routes 14 and 15 arrived four minutes after Route 6 had left; Routes 2 and 70 left nine minutes after Route 6 had left. Seemed that Route 6 had to go first, and then connections were not made, resulting in long waits (esp. hard in winter time at night). Would be nice if Route 6 could get connected on the Square instead of always being ahead. Route 14 now arrived at 10:40 PM, so could catch the 10:52 PM; but new schedule had the 14's arriving at :58 on the hours, with Route 6 leaving at :54. Wanted better connections so they could get around. Also would like hourly service on Hayes loop on weekends (rather than every two hours).

Kari Kness, 1614 Fordem Avenue, Apt. 303, 53704: Lived on Fordem and Johnson. Strongly opposed taking Route 3 off of Division Street; shopped at Jennifer Street Market. Knew a whole lot of people living there, for whom it would be hard to get around; inconvenient and unsafe to have to walk several blocks and to have to cross Atwood Avenue without a light. Routes 10 and 38 provided some coverage, but all day or all evening. Also very concerned about relocating bus

stop at East Towne; must at least have sidewalk leading up to Mall that would be safe and away from traffic, not only for blind or disabled but also for families with small children. Took bus to East Towne a lot, because she felt safe to do so; so providing a sidewalk would be important part of relocating bus stop. As student, was happy about increased service to MATC-Truax. Was also happy about restoring Route 10 (since she lived on Johnson corridor, with friends in Jenifer/Atwood area); was not as good as it used to be, but it was a start.

Durocher read the comments of the following registrants, who were not available to speak:

- Karl and Laurie Everitt, 202 S. Jefferson, Verona, representing Interfaith Hospitality Network: Registered in opposition to the proposed changes to Route 13. IHN just signed lease for office space at W. Olin Avenue. Proposed change to drastically reduce service to this route from hourly to twice a day would make it difficult for the population served by IHN to get to/from IHN. Wanted service along Olin Avenue corridor preserved, because people depended on it. Also, Route 13 was only bus going to City Pool, and proposed changes made it hard to get there too.

Royce Williams, 2437 Fox Avenue, 53711: Concerned about service on Route 3 from west side. A retired senior citizen living near Edgewood, he took three trips/week on bus, and was able to get by with half a car (shared with another household). Weekday service from Edgewood to downtown was terrific; bus ran right on time; used it to go to meetings and to go to Overture (bus stopped right in front, couldn't get any closer).

But weekend service was a different story, when Route 7 replaced by Route 3 and cut service from every ½ hour to every hour. He was surprised when this happened two years ago, because of Edgewood pass holders. Thought Route 7 timing at West Transfer Point was a mess because it arrived 15 minutes off of all the other buses, which guaranteed a wait there. Route 7 was very confusing because it ran every other time on weekends (i.e, signage at Park/University Avenue); would like Route 3 to come back on weekends, which would simplify system too.

On other topics: Wondered why Metro was running so many buses on Campus Drive, passing by so much of campus without stops. Was glad to see improvement in airport service. Middleton was talking about bus to airport. Pro-rail was looking at shuttle from airport to Columbus; but needed better service to airport to make that work. Having heard comments about Monona Drive and Town of Madison, Williams hoped people realized how necessary it was to go to regional system. Felt the community would have to go to this to get more financial resources; and until this happened, it would be very hard to expand service; until then, Metro was "rearranging deck chairs on a sinking ship" and he had a lot of sympathy for them.

Alder Paul Skidmore, representing 9th District (on far west side): Did not use bus because of where he worked. Represented his constituents, who had a significant interest in Metro but who couldn't attend the hearing at night because buses did not serve their areas. Was happy about big turnout at hearing.

Skidmore was particularly concerned about Route 15 and Deming Loop: Had

received number of contacts about the Loop, which was located in Old Sauk Trails; a number of people who lived in other parts of city worked in Old Sauk Trails (located north of Old Sauk Road west of Beltline). Owned by Gialamas Company, a lot of people worked at Old Sauk Trails. Many people worked there and used buses in 9th district, which contained West Towne, Old Sauk Trails, and several residential neighborhoods – some challenged and some affluent neighborhoods, with people who liked to use the bus. District had three aging population centers: Courtland Commons, where happily Metro was adding service; Attic Angels, with marginal service, where people had to walk a long way to a bus stop; and The Jefferson, out on Old Sauk Road, with no service. Outside of the boundary, The Jefferson was an independent living facility with residents who didn't drive; had held a meeting there with Kamp recently and a number of people expressed interest in being able to take bus downtown. There were also people who worked there who relied on public transportation and had to walk quite a distance.

Skidmore urged that cut to Route 15 be reconsidered; would have big impact on his district and to people on the periphery. Also people within district who lived near High Point had contacted him; opposed the cut and were submitting a petition. Wexford Ridge needed more service for 2nd and 3rd shift workers who relied on bus to get to/from work; these people on periphery needed service also. Like his district, Alder Cnare's and Compton's districts were growing on the periphery, where service would be needed. He said that Madison had regional transit system now: it was called Madison Metro, which already had fine personnel and infrastructure and just needed to be made as good as possible. Skidmore urged colleagues to fund Metro to the fullest ability possible.

Lori Whitney, 4322 Melody Lane, #211, 53704: Opposed cutting service, in general. Had lived in condo near East Towne for 2-3 years; was a taxpayer and rode bus everyday; didn't have a car or license. Believed that Metro needed to increase service not cut it. Realized that times were hard for everyone, there wasn't enough to go around, and tough choice had to be made. But we needed to encourage people to ride the bus for many reason: gas prices, people couldn't afford to drive; the economy, wages were falling; to reduce global warming; promoted sense of community; saved everybody money. Without cars and parking lots, would have money for other good things: more affordable housing, better schools, more parks and bike and hiking trails, playgrounds. Needed buses for economic development and to give people more options. With baby boomers aging, will need more public transit for growing elderly population. Buses gave kids more freedom and independence. Buses made a better community for everybody. Whitney wanted to see service increased; was a big Metro supporter and wanted to keep Metro strong. Applauded bus drivers, who had one of toughest jobs in the world. Needed to find ways to increase ridership and revenue in the future, so cuts wouldn't have to be so drastic and to help Metro down the line.

Alder Lauren Cnare, representing 3rd District (on far east side): Her district covered area from Hwy. 51 out to Cottage Grove; had brand new neighborhoods with new homeowners, waiting to develop new habits. Though many had garages and cars, new residents had been calling her to ask if they were inside City and if there would be service to their neighborhoods; offered big potential for new customers. People living there were concerned about the land and what they'd be leaving for their children. As a result, Cnare supported new Route 14,

which she recognized would really be a test run. Had received numerous phone calls and emails from people who thought bus service was an important feature to have. Thought it important to offer people the opportunity to ride bus at this moment, to install the bus habit in them and their children.

Durocher read the comments of the following registrants, who were not available to speak:

- Mark Howard, 222 Koster Street, 53713: Registered in opposition to changes to Route 13, and loss of service to significant portion of south side. Suggested changing route to travel W. Washington to the Square; using transfer points at Heywood and/or Drake for west Campus or central Campus. Noted that Ardmore, Koster, Sunnymead, Sundstrom, Wygard were all part of City of Madison.

Linda Kahl (no address given): Registered in opposition to the proposals.

Lynne Toseff, 1205 Douglas Trail, 53716, representing Interfaith Hospitality Network: Registered in opposition to cuts to Route 13. Homeless families needed buses on this route to benefit from the IHN program.

Alder Satya Rhodes-Conway, representing 12th District: Appreciated work of TPC; didn't know how members had done it over the past couple of years, making the decisions that they'd had to make. Conveyed message from Alder Julia Kerr, who wanted TPC to know that she absolutely opposed to cutting Route 13; was disappointed that she hadn't gotten more of a heads-up on proposed change; she had worked very hard to get Pool, which was an asset to her neighborhood; was dismayed at thought of reducing bus service to it.

Rhodes-Conway said she wanted to speak from two perspectives. First, she spoke as a member of Long-Range Metro Transit Planning Committee, which had been formed at request of TPC to provide long-range planning for next five to ten years; and which over past year and a half, had discussed many ideas and made several recommendations in its draft report. The report recommended looking at service from neighborhood perspective, rather than just from route, time point and equipment perspective; and looking at service from rider perspective, and what made it easy for somebody to get on the bus. It recommended better service to common destinations where people wanted to go – grocery stores, parks, pools, community centers, medical facilities, schools, etc.; and better service to low-income and transit-dependent populations and neighborhoods where they tended to live, with longer hours on more days of the week. It also recommended bus stops in front of stores, rather than out in a parking lot. Rhodes-Conway thought the Commission would want to have this info and think about it, before making decisions about the proposed route changes at its May meeting; and then adopting the Report at a later meeting, which would recommend against these service changes.

From the perspective of the neighborhood, what were the common destinations that people in wanted to go to? They were Copp's, Woodman's, Vera Court, Troy Gardens, Goodman Pool, Huber Center, Interfaith Hospitality Network, Romnes Apartments. Her constituents were now able to go to these places, but were worried about being able to get to them in the future. Rhodes-Conway talked about the impact of bus service changes on individuals:

- Farmer at Troy Gardens, who wanted people to come visit her and volunteer

at the Gardens, to take advantage of what's going on there; lived on north side and took bus to work, and would like to be able to maybe work late and still be able to take bus home.

- East High student, who lived in Packer Town Houses and belonged to an athletic team, who showed up at Long-Range meeting at Lakeview Library passionate about the service changes and how they would make her life harder. She wouldn't be able to participate in school activities (like every student should) because she would miss her transfer at NTP forcing her to have to sit for half hour; and she didn't feel safe doing that.
- Northport Apartments resident, who had ridden bus since 1979; 61 years old and disabled, she went to Badger games and downtown concerts, she was also afraid of the half hour at NTP; worried about missed connection and didn't want reduction in service.
- Workers at Packers Town Houses, who worked a full day, got home and then had to go grocery shopping. Not all of them could afford Pierce's and now wouldn't be able to get to Woodman's anymore.

These were her folks, who contacted her to ask her to come to TPC to tell their stories. Along with Long-Range recommendations, she asked members to think about these people and their situations. While it's important to simplify the system, to take care of drivers, and to prioritize (since we couldn't serve everyone like we'd like), Long-Range had tried to provide some guidance on those priorities. Rhodes-Conway hoped members would look at the report and keep it in mind when making decisions. Though everything had dollar signs attached to it and some routes weren't just right as they were, there was also opportunity in some of these routes. How do we reach out to new riders? How do we market the bus system? Having heard from employers, employees, residents, she could see that there were opportunity at the edges of these routes, at the periphery, and in the neighborhoods. Could get more people on the bus if we did this right, esp. with gas prices and the economy; should take advantage of that, not just with these proposals, but in general, in order to build an even stronger bus system in the future.

Durocher declared the public hearing closed at 9:56 PM. Persich distributed a handout, which contained all the comments that Metro had received about the proposed changes. [Electronic or hard copies of the packet are available by contacting TPC Recording Secretary, Anne Benishek-Clark at 267-8751.]

PLEASE NOTE: The Commission plans to take action on these proposals at its May 13, 2008 meeting.

**G. REPORTS OF OTHER COMMITTEES - for information only
(Most recent committee minutes attached, if available)**

- G.1. [07828](#) ADA Transit Subcommittee
Contracted Service Oversight Subcommittee
Parking Council for People with Disabilities
Long-Range Transportation Planning Commission
State Street Design Project Oversight Committee
Joint Southeast Campus Area Committee
Long-Range Metro Transit Planning Ad Hoc Committee
Ad Hoc Committee to Develop Parking Strategic Plan

- G.2. [09966](#) Metro: Discuss proposed Monthly Free Fare Day (deferred from previous meetings), to include review of recommendations from Draft Final Report of the Long-Range Metro Transit Planning Ad Hoc Committee and staff report on fiscal implications -- TPC 05.13.08

No action was needed on these reports under Agenda Item G.

H. ANNOUNCEMENTS AND FUTURE AGENDA ITEMS

H.1. General announcements by Chair

Durocher mentioned the Taxicab Appeals Committee and the need to empanel three members to serve. Ken Streit and Gary Poulson volunteered. Durocher said that he would find an alder.

H.2. Commission member items for future agendas

ADJOURNMENT

A motion was made by Poulson, seconded by Webber, to Adjourn at 9:59 PM. The motion passed by voice vote/other.