



## Metro Transit – August Service Changes

LAST UPDATED: MONDAY, APRIL 24 at 12:00p

Negative Comments	19
Positive Comments	16
Other/ Neutral	7
<b>Total Received</b>	<b>42</b>

### ROUTES 2/28

#### POSITIVE COMMENTS (+)

1. Likes stop at Aberg and Sherman.
2. Likes the elimination of inconvenient "missing link" around North Transfer Point. States Roth St. is a commercial and industrial area, and doesn't generally require bus service.
3. I support the proposed change to route 2 and 28. This change would better serve my neighborhood and the job center.
4. I am completely in favor of this change. Everyone walks towards NorthGate Mall or further to the neighborhood around Shabazz High School. It would be so much better for the bus to continue along NORTH SHERMAN and drop us off at the ABERG intersection (by Klinke Cleaners).
5. I would like to voice my support of the proposed change to routes 2 and 28 to have the service on Sherman in both directions.
6. I heard from a neighbor that Metro Transit is considering changing the route of the outbound #2 and #28 busses so they turn off of North Sherman at ABERG AVE rather than at ROTH on the way to the North Transfer Point. I am completely in favor of this change.

### ROUTE 14

#### POSTITIVE COMMENTS (+)

1. I like the new, proposed configuration for Route 14. It definitely makes getting on the bus easier- a much shorter walk. I agree that a light at the corner of Gammon and Colony is essential.

#### NEGATIVE COMMENTS (—)

1. Doesn't feel it's fair to remove bus from Westfield Rd. Recommends making route more consistent by providing service in the neighborhoods all day long, instead of running along Mineral Point Road.



2. Please don't close the stops at Farmington and N Westfield Rd. I live near there and use those stops most weekdays to commute to and from work. If you close them I don't know how I will commute to and from work. - XX
3. I would like to voice opposition to the proposed change for the number 14 route. I live on Farmington way and take the bus every day, as several in my neighborhood do. This would affect our daily schedule and commute to work in a very negative way on a DAILY basis. - XX
4. This is in response to the proposed changes to no longer serve a portion of Westfield Rd. or Farmington Way. I missed the public hearing on Wednesday, but I would like to voice my objection to canceling the directional service for Farmington Way and Westfield during peak service. Myself and several others in my neighborhood use the stops at Westfield and Farmington and Farmington and Colony to travel to and from work.

[metes] Address would be an 8-10 minute walk from existing all day service on Old Sauk at Westfield, as well as proposed full-day weekday service on Colony at Gammon.

5. Please do not remove Farmington Way and Westfield from the route. For my commute to the UW, it would add on 15 minutes on my commute of 45 minutes which would make it unmanageable. PLEASE!

[metes] Only change to trip would be additional walking time, which Google maps suggests as 12 minutes from this address (alternatively, 8 minutes to Route 15).

6. I am writing in the strong hope that you will reconsider the proposed changes to route 14. Every weekday, my wife and I catch the #14 bus at the corner of Westfield Road and Farmington Way at 8:14 a.m. and return to the same stop at around 5:00 p.m. We are both in our sixties and the additional walk to the corner of Colony and Gammon would be a considerable hardship in the extreme cold and icy conditions underfoot during the winter months, as well as during heavy rain at any time of year.

[metes] Address would be an 7-11 minute walk from existing all day service on Old Sauk at Westfield, as well as proposed full-day weekday service on Colony at Gammon.

NEW? The Bus Stop at the corner of Westfield and Farmington for Bus Route 14 is proposed to be eliminated. Please do not eliminate this stop. I am over 60 years old and use this stop almost every work day all year long to and from work on campus. It would be a hardship to walk to the new bus stop especially in the winter with ice and snow. The walk to bus 15 has the same issues. This is the safest stop for me. Please do not eliminate it.

Thank you! Ann Wysor Harris

## ROUTE 35

### NEGATIVE COMMENTS (—)



1. Please DO NOT change ROUTE 35. This route is so long, as it is, for riders that live on the far East Side. Route 35 needs to be shortened the way it is. Thank you!

## ROUTE 55

### POSITIVE COMMENTS (+)

1. Lives in Midtown Commons neighborhood. Not Epic employee, but thinks bus service would be fantastic in neighborhood to get to West Transfer Point. Thinks this would make neighborhood more appealing.
2. Supports changes to Route 55. I stopped riding the bus a few months ago because taking the 73 to the West Transfer Point to switch to the 55 to Epic added half an hour to my commute each direction. Worse, if I missed the transfer coming home I would have to wait 30-60 minutes at the transfer point, and that was happening increasingly often due to traffic congestion. It appears that the new route will have a stop on Watts Road. That will trim 20 minutes off my commute each way and remove the need for a transfer.
3. I like the new proposal to serve more West Side neighborhoods directly with Route 55.
4. I fully support the new Route 55. In addition, I would like to suggest a minor change to Route 15, where instead of turning back to mineral point from "S High PT & DOnofrio (NB)", it may go via S High PT via Watts Rd to merge to "Junction & Mineral PT" This will help a significant number of people in residential apartments there.
5. I'm in general excited by the Route 55 change as many people who live in the far west of Madison will no longer have to travel east to get to the West Transfer Point, but with one suggestion. Instead of running along the beltline from Whitney to Gammon (where you can't pick anybody up) did you consider running this route westbound along Mineral Point or Odana towards West Towne mall, and then continuing on Gammon with the route proposed? There are lots of Epic employees living around the west towne mall and in general north of the Beltline for whom the closest stop would be Watts and Gammon (and still quite a hike). Or will there be a good connection with existing routes?

*Staff Notes: Using local streets between West Transfer Point and S Gammon Road increases travel time. Routes 67 and 73 should provide coordinated transfer opportunities between West Towne Mall/Odana Road and the Route 55 trips, at the West Transfer Point.*

### NEGATIVE COMMENT (—)

1. Changing Route 55 to bypass Verona Rd. would make it harder to park in the park-and-ride location near the Military Ridge trailhead as only the more-crowded 75 would come through there.

### NEUTRAL COMMENT

1. Has any consideration been given to having the 55 take Schroeder between Whitney and Gammon instead of the beltline and to make some stops along the way? On days where traffic was light on the beltline, it would likely be a bit slower but for all of the employees that live just



north and south of Schroeder. It would eliminate the need for a transfer altogether. Plus it would avoid delays due to traffic on the beltline.

2. Instead of changing 55 to travel a new path, has there been any thought about keeping 55 on its current path and instead creating a new route (e.g., 65) to travel the new path from Epic along Woods Road, Mid-Town Road, High Point Road, and Watts Road?

## ROUTE 56/57 (EAST PASS/ STONECREEK)

### NEGATIVE COMMENTS (—)

1. Shifting of stops where you need to cross busy, high speed, poorly lit, semi-uncontrolled intersections.

*Staff Notes: These are existing conditions along McKee (unimproved, four lane rural cross-section). McKee Road is being reconstructed this Spring and Summer, with full medians and pedestrian crossings.*

2. With the opening of Maple Grove Commons, a new low-income housing in this neighborhood, it's even more vital that residents have access to public transportation, please keep this route open.
3. I have just moved to Stonecreek Dr. off McKee Rd. I am a University of Madison employee and depend on the Metro Bus for my daily transportation. I am asking that you reconsider closing the stops on Stonecreek Rd. because I ride the bus into the University with quite a few students and other UW employees picked up from the same route.
4. Please, please do not discontinue the bus stop at the corner of Stone Creek and McKee Road! If you do the next closest stop for me is Muir Field, and that means crossing busy County highway PD (McKee Rd) twice a day - in winter - during rush hour - most days in the dark. That is way too dangerous.
5. The stops at the corner of Stonecreek and McKee are proposed to be shut down (bus stops 8865 and 8184), the nearest bus stop for me would be across the high way. Please do not remove these bus stops.
6. I wanted to submit my response of the possible closing of bus stop 8463 on route 57. I already walk .8 mile to get to this stop in order to come in/home from work and moving the stop to the light on McKee would increase this to close to 1.3 miles. This is doable but inconvenient.
7. Please do not eliminate the stop at the corner of Westfield and Farmington. I am over 60 years old and use this stop almost every work day all year long. It would be a hardship to walk to the new bus stop especially in the winter with ice and snow. The walk to bus 15 has the same issues

## ROUTE 57

### NEGATIVE COMMENTS (—)



1. Changes put bus on Hammersley where there are no sidewalks. This is a safety issue.

*Staff Notes: There would be no stops on this portion of Hammersley.*

2. I rely on the bus stop at the corner of Brookwood and Piping Rock to get me to work everyday. Closing it would cause me great inconvenience.
3. Piping Rock to Hammersley on inbound Route 57. I use the bus during peak hours daily to come downtown to work. I am a resident who lives north of Piping Rock and typically board the bus on Piping Rock, or on Whitney Way at Piping Rock, for the inbound trip.

If you change the route to Hammersley, people north of Piping Rock will have to walk 2-3 blocks south to Hammersley and wait for a bus in an area which, unfortunately does not feel particularly safe any longer due to low-income housing and the problems that come with that. From Hammersley working west, there is also a very long stretch (several blocks long) where there is no access via connecting streets, so you must either enter at Hammersley or several blocks down.

If people from the neighborhood choose to board an inbound bus on Whitney Way, they will have to cross a boulevard from Piping Rock which is very wide and busy, without the benefit of any crosswalks for pedestrians. This is especially tricky if there is snow or ice on the road, making it harder to get across quickly and safely on foot.

Whether you change the route or not, I would ask that you retain the ability to board and exit at Whitney Way and Piping Rock Rd.

*Staff Notes: Curb ramps do exist on both sides of Whitney at Piping Rock. However, marked crosswalk not yet available.*

## ROUTE 59

### POSITIVE COMMENTS (+)

1. Thank you for adding additional service into Fitchburg locations. I had been wanting to volunteer at Agrace's location in Fitchburg (on E. Cheryl Parkway), but there wasn't any service down to there on the weekends.
2. Crescent/Dunn's Marsh stop. Since the stop began on weekends and holidays maybe a year ago I have seen a rider being picked up maybe 6-10 times total. (Supports proposal.)
3. Very few people get on or off the Crescent/Sentinel Pass bus stop. When the bus drive by, generally the driver is the only person on the bus. I support proposed change.
4. This bus stop was placed in our front yard 2 1/2 yrs ago and there is a sign on it now that there is a 'proposal to close' it - please do. I have seen one young woman use it 3 times - that is it. I support proposed change.

## ROUTE 72

### NEGATIVE COMMENT (—)



1. Proposal to rename Route 72 along Discovery Drive to Route 73. Is this new service between Discovery Drive and Deming Way, so why refer to that stretch as Rte 73? Won't this cause confusion to riders?

*Staff Notes: Proposed change is meant to eliminate this confusion.*

## NEUTRAL COMMENT

1. I am in favor of the proposed route changes.  
My only concern is that I will still be able to transfer from route 4 to route 72 on the square at roughly 7 a.m. to go to South Greenview and Pinehurst in Middleton. And transfer from the 72 to route 4 at approximately 5:45 p.m. on the square.

## MISCELLANEOUS

1. I'm disappointed in the proposed August service changes. I'm an UW staff member who takes the bus to work 5 days a week and was hoping for some action to be taken on the overcrowded 15 route. Whether that action is making adjustments to the route (removing the Gammon/Sawmill/Westfield loop and adding that to the 14), adding more buses, or designating some buses during the evening rush hour as UW passenger priority, any of those would be acceptable. Another disappointment is the continued lack of more frequent Saturday service from the far west side.
2. I would like to express my support for increased service in the Middleton area. Riding 72 route most weekdays is very convenient and my preferred means of transport. Even a few routes similar to 72 on Saturday and Sunday would be appreciated and I would hope if at the right times would have enough riders.
3. The McClellan bus stops should be eliminated. These busses come thru in the early morning hours and often sit and idle along this street. I hope the McClellan/ Sharpsburg area bus routes are terminated due to poor ridership.
4. As a driver I like all the changes. The only one that I don't think needs to be made is the 2 and 28 change off of Roth. I think that would make the 2 even more difficult to getting to the north on time from my experience. The changes to the 56 and 57 in the PD road area are perfect! Thank you!