

Feedback Received After Public Hearing

Last Name **First Name** **By** email **ID** 20
Contact: wisconsinbadgers1@netzero.net
Date Received 8/1/2005

Comment Hi I live here in Madison and if you change the fares. Then you will loose a lot of people. I have to take the bus to work and I can not afford to pay \$8.00 more for a 31 day pass....

Last Name **First Name** Chris **By** telephone **ID** 13
Contact:
Date Received 7/27/2005

Comment I am oppose to the fare increase, having looked at the metro web sight, metro is not doing anything, except for basic maintenance to justify the fare increase, but only if it's for fuel cost, more drivers, better service, would be the only reason for the increase.

The only thing I can find is that Metro is thinking of what as is in the futre, expansion. Getting links with other Dane County cities would justify the expense....

The amount of money that the diabled gets doesn't go up, but the money asked for from them, go up, should look to agree with the cost of living....

Last Name **First Name** Christina **By** email **ID** 11
Contact: sciamhach@yahoo.com
Date Received 7/27/2005

Comment I am sending you this email to add my voice to those who are against the Metro bus fare rate increase. I am too poor to afford a car so I rely heavily on the bus system to get around. I work very hard and barely have enough money to pay my bills, buy groceries and buy the 31-day bus pass. I do not spend money on frivolous things like movies and eating out.

An eight dollar increase may not seem like much to most people in Madison, but to me it is the difference between food for a week and continuing to have a place to live. Please find it in your heart to reject Metro's rate increase. They have other options: Advertisements, vending, booths and reworking the deal Metro gives unlimited ride contractors like the UW. If they really need to make more money, they can do so without hurting me and people like me.

Last Name Backus **First Name** Thor **By** email **ID** 17
Contact: tbackus@tnc.org
Date Received 7/28/2005

Comment My name is Thor Backus and I am a regular bus rider. I receive my monthly through the mail. I have seen the bus system cut back routes, become less reliable, and provide less friendly service. And, for all of this you want to raise rates? I will soon be breaking down, and buying a vehicle to get around.

Please stop raising fares, and start thinking creatively to increase ridership. What are other similar-sized cities doing? I would have to think that other cities have figured out that subsidizing the bus systems at higher rates is cheaper in the short and long run. More bus riders equals less pollution (what will we do when Dane County is included as a non-attainment zone and we all have to pay much more for reformulated gas like SE Wisconsin counties?), and fewer car accidents (which are dangerous and costly for everybody, including City of Madison Police). Can you research other cities attempts to keep the bus system viable?

Last Name Barrett **First Name** Pam **By** email **ID** 10

Contact: peeweeb@tds.net 2137 Sommers Ave

Date Received 7/27/2005 **Nearly identical feedback from this citizen was included in the report printed prior to the public hearing.**

Comment I'm writing in the hopes that you will take a decisive and public stand against raising Madison Metro fares.

By Metro's own accounting, more than 120,000 riders will be lost if a fare hike is instituted. On the other hand, we're subsidizing a new mid State Street ramp to the tune of \$40,000/space. That's just poor policy from an economic, health and environmental standpoint.

Metro may continue to serve the commuter of the "professional class" as their passes are paid for by their employers. But, with a rate hike, you will limit access for the poor....

Last Name Block **First Name** Dawn **By** email **ID** 15

Contact: DAWNB@WISMED.ORG

Date Received 7/27/2005 **This citizen gave telephone feedback that was included in the report printed prior to the public hearing and emailed again with this same feedback on 8/3/05 in addition to 7/27.**

CommentParents spend about \$250 per child for school, bus, lunch, and other fees.... \$95 was tough to pay. Now we are looking at \$133, which is a 40% increase!!! For families with multiple children and for single parents, this 40% increase is outrageous!!...

...please stop talking about the trolley system and light rail. The taxpayers just can't absorb any more new programs that are going to cost money!!

You found a way to subsidize and run the Overture Center.... So the City is making sure the Overture stays open, but punishing taxpayers and those who need the bus system by raising our fees....The City can sink money into the pool, but we can't keep the bus fares at the current level.

Please look at your priorities. Let's fund the services that are NECESSARY. People NEED the bus system. We want fewer cars on the roads, but the City is making it too costly to ride the bus. Make the pool and the Overture Center user pay....

Last Name Coleman **First Name** John **By** email **ID** 18
Contact: jcolemal@wisc.edu 413 S Dickinson St 256-8164
Date Received 7/31/2005

Comment ...I think it is a serious mistake to raise bus fares while the city is trying to maintain and increase ridership. Please find some other way to cover the shortfall in Metro's budget.

Last Name Fischer **First Name** Joan **By** email **ID** 16
Contact: fischer1@ticon.net 2001 W Broadway 288-1238
Date Received 7/27/2005

Comment I am an occupational therapist and mobility trainer from Mobility Training and Independent Living Program, Inc....Many of the clients we work with would definitely have a problem with the proposed fare increases....most of our clients have fixed incomes with limited ability to pay extra costs, not able to afford the higher cost of the monthly passes. What about a discounted 31-day pass for enior/Disabled? At my program, we are advocating to keep the cash fare at 75 cents for Senior/Disabled, and also offer a reduced 31-day pass....

Last Name Melton **First Name** Julie & David **By** email **ID** 4
Contact: jmelton@facstaff.wisc.edu
Date Received 7/26/2005

Comment We urge you to consider an alternative to the proposed bus fares increases. We are opposed to the fare increases for the following reasons:

Fare increases will disproportionately affect poor people who rely on the bus and who pay with cash....It takes money up front to buy a 10 ride ticket or a monthly pass. The poorest people in our community don't have the means to do that.

The fare increase will contribute to a drop in ridership and an increase in motor vehicle use....Fewer bus riders will result in greater future deficits and contribute to more personal car use. Every additional incident of personal car use further diminishes air quality in high traffic neighborhoods.

.... We all benefit when individuals and families can afford to live and work in Madison. We urge you to fund the deficit in Madison Metro's budget without this drastic increase in fares.

Last Name Milioto **First Name** Steve **By** email **ID** 19
Contact: miliosr@hotmail.com
Date Received 8/1/2005

Comment I would like to register my opposition to the proposed increase in price of the 31-day pass from \$39.00 to \$47.00.

I have already witnessed Metro Transit replacing the cheaper commuter pass with the more expensive monthly/31-day pass. Now, you are raising the price on the 31-day pass. If this proposal passes, my monthly cost will have risen by \$13 per month (or \$156 per year) since the abolition of the commuter pass.

In addition, I use my pass during the work week only and ride on a heavily travelled route. I do not want to be in the position of paying more in order to subsidizing less heavily travelled routes. My preference is to cut services to areas where fewer people use the bus rather than passing on the cost to individuals on who ride on more cost-effective routes.

Last Name Neuman **First Name** Michael **By** email **ID** 8

Contact: mtneuman@juno.com 4334 Waite Cir

Date Received 7/27/2005 **These comments were also given in person at the public hearing.**

CommentThese increases are predicted to decrease the number of transit passenger rides on Madison Metro by 250,000 rides...through 2006. These decreases will further exacerbate the problems of excessive motor vehicle traffic in Madison...

...these further increases in motor vehicle traffic in Madison will further degrade Madison's air quality....The proposal...runs counter to the city's interest keeping Madison's air quality safe and healthy to breathe, and to the city's climate protection plan....

....Another problem is that the proposed fare increases will make transit for Madison's lower and middle income families less affordable. Lower and middle income families are already financially squeezed by declines in real wages due to the failure of labor contracts to anticipate higher energy cost....

....My recommendation is that instead of adopting these fare increases, the City of Madison and Madison Metro should reach out to other communities in Dane County and the surrounding counties and communities within those counties, particularly those that send significant numbers of commuters to Madison everyday to work, study, shop, etc..., and ask them to if they would be interested in being serviced by Madison Metro.

....Additional funds might also be sought in lieu of county highway expansion projects in the region, since the successful implementation of a regional bus system would reduce the need to expand the capacity of roads and provide more new roads in the region because of the reduce number of vehicles being driven on any given day.

Last Name Ott **First Name** Connie **By** mail **ID** 12

Contact: 7995 Shag Bark Cir, Cross Plains

Date Received 6/15/2005

Comment Though I'm a resident of Cross Plains, I volunteer at a non-profit that works with the unemployed or low income citizens of Western Madison....A fare increase would have a direct impact on the ability of these people to get to work, school, medical needs and the other destination of daily living. To you and I a few nickels & dimes is not a big deal - to these people it is critical.

Last Name Paolino **First Name** Robert

By email

ID 9

Contact: Paolino@stu.matcmadison.edu

Date Received 7/27/2005

CommentI understand that there are certain circumstances the city cannot change in the short term.... Even if we were to decide today to begin work toward an attractive and viable rapid transit system for Madison Metro, it would still be a few years before it could be operating....

....For me to make a 5-6 mile trip entirely by bus from my home the Northside to the Square would take about 40 minutes. (To put that into context to see how poor current MadisonMetro service is, consider that 40 minutes is about how long it takes a colleague to drive here from Watertown--and he can leave on his schedule, not subject to 30 minute waits between dieselbuses....Having a bus pass when I was registered for class did make me a regular bus user, but to make the trip length reasonable I had to drive my car the first 3-4 miles to get past the slowdown of the transfer point and take the bus the rest of the way. (Even a "free" bus ride wasn't enough to overcome the wasted time involved in taking both buses and waiting to transfer. Even with E85 now up to \$1.849/gallon, it was worth paying the quarter in fuel each way to avoid the transfer bottleneck.)

....But why are fare increases the only answer for short term revenue (in the longer term, fare increases will decrease revenue because you will turn away so many riders)? Why is a general tax increase off the table if that's what it takes to avoid a costly and destructive fare increase that will only hurt MadisonMetro even more? To get the same amount of additional short term revenue, what would the property tax increase be on a \$100,000 home? Are other transportation revenues--such as parking--available to finance a portion of the costs? I haven't seen these numbers presented as alternatives before you rush into a fare increase that will attack those living on modest incomes and drive away riders who have other transportation choices.

Last Name Ross **First Name** Dan

By telephone

ID 7

Contact: 125 N Hamilton #602

Date Received 7/27/2005

Comment He is concerned about the fare proposal and the disproportionate percentage increase for some of the fares, especially the youth passes.

Last Name Sanabria **First Name** Tolu **By** email **ID** 2
Contact: tt1000s@chorus.net 5149 Sunrise Ridge Tr, Middleton
Date Received 7/26/2005

Comment I request you no go forward with the rate increases being proposed for the various fares for Madison Metro bus riders. Please consider exploring other revenues. If rates are necessary, then please consider substantially smaller rate increases. I would also request that you consider reimplementation of the "commuter pass" for those of us who do not or cannot use the bus on weekends.

...I can barely afford the cost of the \$39 bus pass, which I can only use during the week because there is no bus service on weekends in Middleton.

I understand that revenue is tight all over, but by implementing such high increases in rates, you are only hurting those who can least afford it. Besides the financial burden, the fewer people who drive to work/park everyday, especially in the downtown area, the better for our community and environment....

Last Name Schroeder **First Name** Ann **By** email **ID** 14
Contact: ann@wcblind.org 754 Williamson St 255-1166
Date Received 7/27/2005 **This citizen emailed similar feedback that was included in the report printed prior to the public hearing.**

Comment I first want to address the paratransit rush-hour \$3 charge and proposed \$3.40 charge. I must take paratransit the times I do and it will cost me \$6.80 per day to get to and from work. I find this difficult as no other group of riders is charged this amount--and most of the riders at this time are covered by the county. I request again that this be changed.

The fare raises are a strange amount. What will happen regarding tickets. I suggested a monthly pass system be instituted as it would cost far less than printing all the tickets....Paratransit riders had to take a raise in fare the last time and the main-line riders did not. I understand that there is a huge deficit but please consider how rides are given; paratransit--if folks live near each other and are going to the same place they send two or more vehicles instead of one for all of us....

I believe that more advertising might be helpful on the buses; perhaps restaurants, and whatever else would work....

Though it's a nice thing to do free rides for folks on the main-line buses during um pollution alerts is nice, however, is it necessary and who covers this cost? I understand the reason for this but is the ridership different on those days?

Last Name Schumann **First Name** Kerry **By** email **ID** 5
Contact: kerry@conservationvoters.org 5610 Dorsett Drive
Date Received 7/26/2005

Comment I am writing to oppose bus fare increases. As someone who doesn't have to ride the bus (I have a car and can easily drive to work, childcare, etc), I know that the higher the fare goes, the less likely I will be to use the bus. I fear that many people like me will stop using Madison Metro as fares go up, reducing ridership and further exacerbating the financial problems. As an environmentalist, I want people like me who could drive to work to choose the bus. Higher fares will only discourage ridership.

Last Name Sponseller **First Name** Bart **By** email **ID** 6
Contact: bart.sponseller@uwalumni.com 5301 Shawano Ter
Date Received 7/27/2005

CommentI understand that fuel costs, employee benefits and other costs have increased recently. However, I strongly urge Madison Metro to consider other avenues to increase revenue BEFORE increasing rates as currently planned. For example, attempt to increase advertising revenues by allowing and encouraging advertisers to display at at transfer points and bus stop shelters. The fare increases may very well encourage current riders to seek other transportation options, such as driving single occupancy vehicles. Obviously, this would lead to more congestion, future street repairs, not to mention air pollution. Personally, I prefer to either ride the bus or cycle to work, but I may begin driving to work as the convenience and financial factors of driving begin to outway the benefit of using the Madison Metro system.

Last Name Winkle

First Name Jim

By email

ID 3

Contact: jim@EventsGalore.net 813 Emerson St 259-1812

Date Received 7/27/2005

Comment ...I am wholeheartedly against [increasing bus fares]. I think bus fares should be lowered.

A 17% fee hike will hit low income people the hardest, and there was just a large increase less than two years ago.

Let's talk about the Metro budget with the rest of the City's budget, especially with something as important as transportation. Let's raise parking fees instead of mass transit fares. This will encourage more people to take the bus....If more people take the bus, traffic, pollution, speeding, and rode rage will all be lower....