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**FEEDBACK RECEIVED**

**As of May 5, 2015**

**Proposed Service Changes  
Affecting Routes 6, 10, 11, 12, 25, and 59**

***ROUTE 6***

**Route 6 + 11/12 (West Transfer Point) (Feedback also referenced under Route 11/12 comments.)**

Route 6 should have no changes at all. Routes 11 & 12 should continue to serve the WTP

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***ROUTE 10***

**Route 10**

Thank you for the opportunity to comment on the proposed changes to Route 10. After the reviewing the proposal, I believe that both eastbound and westbound stops on Sheboygan Avenue are unnecessary because it would prolong the time in transit to the UW Digestive Health clinic, which would be still better served, as it is currently, by Route 70. I would propose extending Route 10 westbound to the Whitney Way stop south of University Avenue (or the new stop on University Row), then continue southbound on Whitney Way, and eastbound on Sheboygan Avenue. Scheduling so that the Route 10 would serve that stop at a different time than Route 70 is in the vicinity would be preferred. Thank you for your consideration.

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**Route 10**

I am writing to express my opposition to the proposed change in route 10, eliminating the stops on Rutledge St. I would very much like to see those stops retained.

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**Route 10**

Please don't take away route 10 on Rutledge street. I'm in middle school and i go to O'Keeffe. I live Jefferson though and the 10 is the only way i have to get home. Please don't take it away

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### **Route 10**

Please don't change this route to make more trips via the hospital loop. Route 2 seems to be working just fine for that purpose. This will just mean a much more crowded bus for the vast majority of us who want to go via Campus Drive. I've been taking the 10 since its inception, and it's almost always full after the last stop on Sheboygan at Segoe, and there seem to be very few people who want to go to the hospital among those who are waiting at the stops. Nobody wants to take a 25 minute bus ride if they can have a 13 minute bus ride.

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### **Route 10**

I am a regular user of Bur #10 in the daytime to go to UW for my graduate class in UW Hospital area. I liked when #10 started since I could ride both direction from Jenifer & Division bus stop to campus since it was the furthest stop from the campus. Now I choose to ride on clock-wise route to go to UW, and I am still grateful that #10 goes fast to the hospital area. If you change it to just go Winnebago, I would lose #10 since it won't come to Jenifer/Division anymore, and it is far for me to walk to Winnebago/Atwood. That area has #4 and 6 already. Lake Monona area needs to keep #10 since we would have only #3 in the daytime. I know it seems extra to come to Jenifer/Division now to drivers, and Schoep's trucks are in the way often, but I want you to keep #10 as it is.

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## ***ROUTE 11/12 (West Transfer Point)***

### **Route 11**

I am writing to express my great unhappiness at the proposal to discontinue Route 11 bus service to the West Transfer Point. I take this bus route from the West Transfer Point to my work at the UW every day (5 days a week) and home in the evening. I live 1.5 miles from the Transfer Point and am able to drive to the WTP and leave my car parked on the street. The Route 11 bus drops me off on the side of the building where I work (420 Charter St.). This is especially helpful for me in the wintertime because I don't have to walk far on the icy sidewalks. I am 65 years old and have had knee surgery.

You might suggest that I take another route to work. However, all of those routes drop me off at the corner of Johnson St. and Charter St. In good weather, this might be a nice walk. But the sidewalks on the UW campus between the Johnson/Charter St. stop to the corner of Charter and University can be very treacherous in the winter. Also, I feel at great risk crossing University Avenue. If you change the course of Route 11 and avoid the West Transfer Point, this will cause me considerable inconvenience.

I urge you to reconsider the discontinuation of Route 11 bus service to the West Transfer Point. I know I am not alone in my opinion. Thank you for your time and attention to my request.



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I urge you to reconsider the discontinuation of Route 11 bus service to the West Transfer Point. I know I am not alone in my opinion. Thank you for your time and attention to my request.

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### **Route 6 + 11/12 (West Transfer Point) (Feedback also referenced under Route 6 comments)**

Route 6 should have no changes at all. Routes 11 & 12 should continue to serve the WTP

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### **Route 12**

I would like to express my opposition regarding the proposal to eliminate having Route 12 serve the West Transfer Point. I am a daily bus commuter to work in Research Park & take this route from the West Transfer very frequently after work, when I must get downtown rapidly. I truly appreciate that it's a more direct, "express" route, that saves about 15 minutes in transit.

That is so important to me when time is of the essence. PLEASE reconsider this proposal, as I'm certain there are other passengers who appreciate the convenience of this expedited route.

I would also like to know if this proposal would affect Bus 12 going from E Mifflin & N Pinckney to S Whitney & Mineral Point Rd for the early morning commute, as I am in need of this service, as well. I would appreciate a response to this query, please. I am unable to attend the Public Hearing on this matter, so please add/log my comments for review.



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## ***ROUTE 11 (Science Dr.)***

### **Route 11**

I understand there is a plan to change the Rt 11 bus, not start at the West Transfer Point, nor go down Science Drive. I work at UWHC, park at Science Drive and ride the bus 5 days/week. Removing the Science Drive pick up is a real inconvenience. It is a nice place to park, there are lights on in the parking lot (winter time it is dark when I get on bus and get in my car) There is a bus stop to "help" with bad weather. There is limited bus availability from the west side to the UWHC and changing this route will be a real inconvenience for me and other people that ride the same bus every day with me. I really hope you reconsider and leave the route and times as they currently are.

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### **Route 11**

I would like to oppose the proposed change to the route 11 bus. If the mineral point/racine road stop is eliminated, this makes it difficult for campus employees to get to work in the morning from hill farms.

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### **Route 11**

hi- I'm writing to say that I am not in favor of the changes proposed for Route 11. I catch the 11 on Mineral Pt Rd not long after Science Drive, and my stop would be eliminated. Thank you.

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### **Route 11**

PLEASE KEEP ROUTE 11!! I'm not sure who I should direct this email to, but I take Route 11 from Science Drive to get to work (UW Hospital).

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### **Route 11**

I'm an employee of UW Madison. I work at Lake Shore area housing as a house keeping for the past three years and Metro Transit, current route 11, has been my only source of transportation to my work.

I have a eight years old daughter who attends Crestwood Elementary. Changing the route 11 will affect my ability to prepare my daughter for school and also get to work on time.

I sincerely request you to keep the route 11 at current route and schedule.



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## **Route 11**

I just heard that a number of routes, including route 11 is proposed to change this fall. I am a resident of Hill Farms. Since 2010, I have taken route 11 daily to go to UW-Madison campus (1630 Linden Drive) where I work. It is very surprising to see that the stop at Mineral Point/ Racine Road will be proposed for elimination. The closest stop for the proposed route 11 will be at Berwyn Dr. which is nearly half a mile away for people from Hill Farms neighborhood. For people living in the Racine Road and South Hills area, there will be no close bus available for them including myself to take to go to UW campus or UW hospitals. Route 6 is available but it doesn't go to campus directly. I am asking whether we can keep the Mineral Point/Racine Rd bus stop for route 11. I promise that there will be a number of grateful riders each day in both directions. Thank you.

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## ***ROUTE 12 (WAUNONA WAY)***

### **Waunona Way**

Hello, Madison Metro. I completely understand why it seems like the Waunona Way loop is a reasonable cut to make, with the goal of saving time and fuel. From a selfish point of view, it has been wonderful to get the bus at the end of my driveway and to be delivered almost to my doorstep on campus for the past 7 or 8 years. I love having the unlimited rides I can get with my university bus pass and contrary to the experience of many of the people quoted in the Isthmus article, my rides have been safe and on time and rarely excessively crowded. The bus driver who used to make me carsick when he flew around corners at the square has been reassigned. I'm a happy customer.

I'll miss getting the bus at the end of my driveway, but walking a couple of blocks will be good for me (I do it anyway sometimes, just for the exercise) and it won't influence my decision about whether I take the bus, park and walk, bike, or park and take the #13 bus. It might be nice not to hear the buses rumble by the house and it might be really nice not to have the dog wake me up at 6:10 on my day off because she heard the bus go by! thanks for your service to our neighborhood.

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### **Waunona Way**

We would like to submit a formal objection to the elimination of the Route 11/12 Loop at Fayette, Waunona Way and Frazier.

In general, The City should be expanding bus service, not eliminating it. The budget should be increased to allow this. We are happy to pay property taxes to maintain and expand bus service.

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Specifically, many people in this neighborhood use the bus on this loop and it would negatively impact them. If this route was expanded and available on the weekends we would use it more too. We can't believe the stats of low ridership is correct. This should be reviewed.

Having the bus circle this loop isn't adding too much if any to the route. A good compromise might be consolidating a few stops - keeping the stop at Frazier-Waunona Way would be good (several people ride from here every day from houses within a 1/4 mile). Making them walk up to Broadway would be a barrier to ridership. We can't speak to the Fayette-Waunona Way stop situation.

In addition, we appreciate that our road is a bus route and gets plowed in the winter. Frazier is really the main road in and out of this neighborhood and we think people would be negatively impacted from this perspective too.

Thank you for your consideration.

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## **ROUTE 25**

### **Route 25**

I am writing to give my opinion on the proposed elimination of route 25. I depend on this route to get to and from work four days per week. I've studied the new options and I'm concerned that they don't really fill the void left by cancelling this route. It looks like I would need to take the 6 to East Towne Mall and then transfer to the 26. Same on the way home. I find it really frustrating to go from a seamless commute to one that requires a transfer and takes longer. Please look at how this change impacts those of us who depend on the 25.

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### **Route 25**

Public Hearing Comments: Wish to document an opinion regarding Route 25 being eliminated, cannot attend hearing due to work schedule. I am opposed to eliminating 25 as it is a popular, limited-stop direct route from Capitol Square to American Family Business Park. This is always crowded in AM with workers going to AF Business Park, commuters going to East Towne area, Mendota Street area etc. I realize Rt 26 is meant to replace 25 however this will just add extra transfer time & hassles to anyone going along East Washington to AF business park. The business park workers need a direct route that doesn't dilly dally around to MATC/Madison College, in to East Towne, Portage Rd area etc. There would be missed transfers due to delays, having to transfer 2 or 3 times to go 6 miles, waiting at transfer points with smokers, etc. The bus will be so inconvenient that people will opt to drive single vehicles, adding more traffic to the already clogged streets in the AF Business Park! If Metro can bus people to Epic in Verona, why can't they supply decent service (1 commuter ride in AM & PM) to AmFam, one of Dane County's largest employers? (By the way if Epic is such a multi-billion dollar company with so much money they don't know how to spend it, why can't Epic supply their own bus system to the Verona campus to downtown Madison?)



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### Route 25

Please do not cancel this route, I depend on this route to my job MTM inc on on East Terrace drive. My company has over 100, employees. UW clinic down the road is served by this route. If anything they should add service.

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### Route 25

It appears there would no longer be a bus going from downtown directly to American Family anymore, correct?

There are a lot of people who take the 7:18 bus at the square headed to the AmFam area. If they have to take the 6 and wait at East Towne for the 26, it would be way too many people to fit in that small shelter, and that isn't even counting how many hospital employees will be there as well.

It's one thing to eliminate the 25 in the evening, but entirely different to eliminate the morning one. I would also miss the limited stops on the 25. Not only is it quicker, but it keeps the bus quiet because there are mostly business travelers and college students, as opposed to the riff raff I've seen on the 6. One more thing....

I would really, really miss the 25 that leaves the eastpark blvd/park & ride at 5:08, that becomes a 20 at the mall and further becomes a 2 at the NTP. I've been able to take one bus from work to home, which has been very useful.