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My name is Yvonne Schwinge, and I appreciate your giving members of the community an opportunity to share ideas at a time other than prior to proposed changes. I have lived on Sheboygan Ave. for nine years, I use Metro nearly daily, and I do not drive. I work in four different locations and use between 8-12 different routes each week.

I appreciate the increased headways of the 2 and with the 15-minute departures this now gives the 3 at the WTP an important connecting opportunity in the afternoon that was not available previously. However, Saturday service continues to be inadequate, especially on days with special events. Additional service corresponding to game times as well as popular shopping times for people traveling to and from Target and the Hilldale Mall is needed. The overcrowding causes late arrivals and the past couple of weeks it has been extremely difficult to board. Perhaps it would help to operate the 2 more frequently during peak weekend hours or to schedule the 8 to run every half hour instead of just hourly.

I appreciate Metro's need to allocate the limited resources to routes experiencing overcrowding and heavy use, but it is important to remember commuters rely on the bus for access to many different workplaces at many different times of the day. Each of the areas to which I commute in a direction opposite the downtown/University area has had an increase of travel time since the changes. I have an additional 35-minute commute to the neighborhood east of the ETP due to the loop changes and an additional 10-minute ride on the 15 due to the Sawmill Rd. loop that is now standard on every trip in both directions. This may seem like a very small change, but for riders who were arriving just in time for work, the additional 10 minutes means they need to take a bus 30-minutes earlier or adjust their work schedule.

Decision makers should be mindful of lighting and sidewalks when closing bus stops. For example the stop at Buckeye and Spaanem on the 16 heading inbound towards the ETP was closed. There is another stop very close. However it does not have the overhead street light and crosswalk available that was present at the stop which was closed. Also it would be useful to have some discussion about the advantages and disadvantages to various bus seating configurations as new buses are purchased.

You asked what improvements we would like to see. My vision for Metro is a day when comprehensive public transportation is viewed by federal, state, and local governments as essential for the city. A day when plans for millions of dollars to be spent on road expansion are not occurring at the same time as public transportation is having to adjust routes due to inadequate funds, raise rider fees, have challenges procuring new buses, and not having the resources available to expand to new neighborhoods. My vision also looks to a day when residents can confidently make decisions regarding housing and employment without fear of bus service in the neighborhood changing dramatically from year to year. And also a day when the service is comprehensive so when presented with an opportunity, a rider dependent on the bus can say yes without first having to check the bus schedule to see if it is possible to get there.

Thank you for your willingness to listen to ideas from community members.