metro transit

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Feedback Received

Metro Public Hearing – Redesign Items
Wednesday, November 9 – 6:00 pm

General Comments

1. I am in favor of the re-design. The busses that come through our neighborhood are usually empty. My only concern is the children that depend on the bus to get to and from school. There are at least 20 of all ages that use the nearby stop, and that will need to be addressed. *(Brandenburg Way at Honor Court)*

2. This is a question concerning the route redesign to take effect in 2023. Since BRT won't be operational until 2024 what will happen to service on Routes 6/67 in 2023? It should eventually be replaced by the Red Line but what services will we have in that year between redesign and BRT implementation?

3. If the transfer points are being eliminated completely, then where are connections to be made and are there going to be adequate shelters.

4. I wanted to share some comments to be considered during your upcoming hearing in striving to improve Metro service. I used to ride Metro with a good deal of frequency and that has lowered significantly over the past few years. I'd like to share a few examples as to why. My home is near the intersection of Raymond/Frisch Rds. My workplace is located near Odana/Potomac. The distance between my workplace and my home is 2.5 miles or a 50 minute walk. Under the current bus schedule, in order to reach my workplace by 8a, I'd have to leave home at 6:37a. When I leave work at 5:15p, the bus would get me home at 6:14p In both cases, under the current system simply walking would be a more efficient means of commuting. At one point when Routes 56/57/58 were running, my bus commutes were a much more reasonable 30 minutes, without having to wait 30-45 minutes for a next bus. I ran into a similar issue attending Concerts on the Square this Summer. I opted to drive as opposed to rely on Metro because the excessive wait times would have meant getting home after 10p from a show that ended at 8:30. I have also chosen to drive when attending Madison's fireworks shows because it was questionable if buses would still be running after the weekend event in order to get me home. Ideas: More frequent service, Later service on Sat evenings. Additional service during major city events. I also have a few concerns about the proposed system. My belief is that under the new proposal I would need to cross Mineral Point Rd. to transfer buses. In considering the fatal bicycle accident I'm curious what the plan is for passenger safety when making this transfer. I'd hate to be put in a position of having to choose between crossing a busy street in an unsafe manner or missing a connecting bus and thus being late for work. Ideas: Pedestrian Bridge as on E. Wash and/or have Rapid Transit busses wait longer at what would essentially become the new transfer points. Not sure if it would be feasible to transfer in the median in a way than eliminates passengers having to cross traffic lanes to transfer busses.

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Suggestions

1. When considering biking to a bus stop, (to make the distance to the bus-stop easier to reach), it would be nice if you could lock up a bike at a stop and board the bus. So, my suggestion is for future bus-stops (on city land) to include an area to lock bikes to. If it may be considered unnecessary, since bikers should just fasten their bikes to the front of the bus that is boarded. But, remember that some people travel with recumbent 3-wheeled recumbent bikes (which can't attach to a bus). And others just don't like to rely on the buses bike rack.