



## Metro Transit – August Service Changes

### FEEDBACK RECEIVED:

Negative Comments	6
Positive Comments	8
<b>Total Received</b>	<b>14</b>

### POSITIVE COMMENTS:

#### Routes 2/28

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.

#### Route 55

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 (though I can't tell if it is actually my Watts & Big Sky Drive stop). 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.*

## Route 59

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.

## NEGATIVE COMMENTS:

### Route 14

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.

### Route 55

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.

### Routes 56/57 (East Pass & Stonecreek)

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.*

### Route 57

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. 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 72

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.*