



# Proposed Service Changes

	Pro	Con	Mixed
UW Service	4	23	0
Route 29	3	3	0
<b>Total</b>	<b>7</b>	<b>26</b>	<b>0</b>

## Initial Feedback Received:

### Route 29

#### Pro:

1. I support having the 29 bus route change to going down Sherman Ave from Packers and stopping on Sherman Ave and the North Transfer Point. As a rider of the Nos. 2 and 28 to UW Campus these buses are overcrowded and slow making stops. I would gladly hop the 29 on Sherman if it was available as an option to get to work. Also it seems like the 29 bus when I see them is less than full capacity currently.
2. I think rerouting the 29 to Sherman Avenue is a good idea. It will be an easier and faster commute to the north transfer point.
3. I support moving the bus to Sherman Ave.

#### Con:

1. I am a regular rider of the Route 29 bus and use the Park & Ride in Northside Town Center. I am quite surprised to hear that this stop is potentially to be eliminated and that parking may no longer be available. This mall is vastly underutilized and the parking lots are almost always empty, yet this park and ride stop location is crucial to several faithful Metro riders to get from their Madison Far North side homes to their downtown work or school destinations. I would have to think some sort of proposal could be worked out and a happy compromise achieved to retain the Park & Ride services in this mall location. It appears that addition communication between the city and the mall's owner(s) is a much needed and necessary commodity here. The North side of Madison is growing and becoming a more desirable part of Madison for residents and businesses. I strongly believe Metro would be losing out on potential future revenue and also be doing a disservice to the Northside residents



(present & future) by making the proposed changes to this route. Speaking personally, without this Park & Ride location, using the Madison metro bus for my workday commute would most likely not be feasible anymore, and I would seek out other means of transportation.

2. Eliminating stop #5256 would likely reduce ridership on route 29 significantly. This stop picks up and drops off between 5 and 10 riders on each bus each day, which is a substantial number of riders on Route 29. Many riders patronize the businesses at Northside Towne Center after being dropped off each day and this change will likely reduce that business. In support of the Mayor's interest in sustainability it would be unfortunate for these riders to stop using mass transit and start driving into downtown. Also, because Sherman Avenue south of Northport Avenue only has one driving lane it gets congested and would pose more of a hazard to bikers and the cars trying to pass the stopped buses.

## UW Campus Service

### **Route 80**

#### Con:

1. The proposed changes to Route 80 will result in a significant drop in ridership. A move to express service only on campus means staff and students will not be as easily able to move to meetings and classes. Also, the route changes restrict access to a limited part of campus. The 80 bus needs to go to Engineering and 21 North Park, Union South and the Kohl Center. It seems these changes are meant to provide a commuter bus for Eagle Heights residents, not a circulator service for a wide range of campus users. If that's the route you want to take, give it a new number and leave the existing 80 alone.

#### Pro:

1. Thank you for the proposed changes to the Route 80 and Route 84 service. I rely on the bus to go to class from the health sciences campus to near Charter and Linden. I get the 80 bus at the HSLC, so I am early in the route. At least half of the time eastbound, the bus passes people without taking passengers, because the bus is so full. The bus also passes people westbound too. I am hopeful that these changes will make the passing passengers less frequent.
2. The added frequency during standard weekend mid-day service on Route 80 is a very welcome change. The current infrequency is quite



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inconvenient and the changes are very appealing.

## Route 81

### Con:

1. The restructuring of route 81 will leave me with fewer options to return home on Ingersoll street from campus using public transportation late at night. I regularly use it on thursdays and Friday's to return home after most East bound routes are not frequently running. It would not be possible to walk because I am often being heavy instruments with me to and from rehearsal. Please do not restructure routes.
2. I am strongly opposed to the proposed change to 81 (eliminating service east of Lake St). There are few buses that provide late night service in general and many students live in the area 81 services. The 81 is a safe and convenient option for many. I have often taken this bus home after class or event on campus and as a female rider, this is one of the safest ways home later at night.
3. I strongly think that bus 81 should continue going up the east side to Ingersoll. I am a graduate student at UW who works many late nights on campus, and I have trouble finding a late bus home to the east side. The 81 is the only bus you can catch late at night right on campus. I hope this evening service can continue connecting campus to the east side in the evenings. Please consider that most graduate students do not live in the square block around campus where most undergraduates live, and we rely on busses that connect campus to the east and west sides of Madison, especially at non-rush-hour times.
4. I see little difference between route 80 and the proposed route 81. Maybe I am not understanding the difference(s) other than times of operation, but it seems ridiculous to change the 81 to mimic the 80 route and disregard East Johnson. This change completely excludes anyone past Franklin Street and the Capitol Square from having access to a free and safe late night bus route. Due to the proposed changes, I would have to walk over 25 minutes from the proposed 82 Franklin Street stop in order to reach my place of residence.
5. I feel strongly that the new 81 route should continue to serve further east on the isthmus than Franklin Street. As I graduate student, I have often taken the 81 home after evening teaching or studying on campus. Having a bus that helps minimize the amount of walking I need to do alone at night has been critical to my feeling of safety. Many graduate students live



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on the isthmus (at Norris Court and on East Dayton, for example), and I believe the new 81 route should continue to be an option for those living or traveling further east than Franklin.

6. The proposed changes to the 81 route are negligent and don't reflect the needs and ridership of the bus. Regarding the proposed changes to bus routes 81 and 82, I think that Metro Transit needs to consider how much of campus/the isthmus they are cutting out with these changes. The proposed changes barely service the Isthmus. There are many students, especially graduate students, who live on the Isthmus at distances further than the proposed-easternmost point at Franklin Street who would be cut out of an easy, and safe, route home after dark.

These changes also make getting the bus more inconvenient for those on campus (heading to the Isthmus) in several ways: it would no longer pass through campus and would then require either transferring from the NEW 81 route to the NEW 82; it would force passengers to walk from various parts of campus to Memorial Union, over Bascom Hill, which is an accessibility issue in itself; it would also force passengers to walk for longer distances through an area of campus with higher-than-average crime rates (Observatory Drive).

7. I will be a resident at the corner of Ingersoll and Gorham starting Fall semester and I am concerned that 81 will not serve Ingersoll any longer.
8. I'm writing to provide feedback on the proposed changes to bus route 81/82 on your site. The proposed changes would eliminate my route from home to my campus office, and thus I am not in favor of them. It seems that anyone trying to get to the far-East portion of the route (north of the capitol) would have a hard time unless they can get to memorial union. However, memorial union is really far on the east end of campus, and a substantial walk from many places on west campus. I fail to see how the new route designs serve the largest portions of students, since the new 82 route would cover an area that is largely walkable, and the new 81 route travels in a wide circle that might get some students from campus home, but only if they are headed south or live by the hospital. I urge the committee in charge of these changes to consider their impact on many students like me who need to get from west campus to the north capitol area.
9. The changes to the 81 and 82 would be terrible for students who have friends who live across campus. I use the 82 on nights and weekends solely because it goes all the way from Regent to the east side of campus. Restricting it to serve only one side of campus makes absolutely



no sense.

10. I am a resident of the near east side (Johnson & Paterson) and a graduate student/teaching assistant at UW-Madison. Many other graduate students/teaching assistants also live in this area. I am writing to urge against the proposed changes to the 81 bus. I frequently utilize the bus to get home from campus, where I am often working late into the evening. It gives me a safe way to get home after dark, as many parts of campus and residential streets are not well-lit. Please do not cut off the near-east side--where a substantial number of graduate student workers live--from this vital service.
11. Keep the 81 Route the same, but run it more often. The 81 needs to run past the capital and into campus.
12. Please don't change the 81. I rely on it so much
13. The proposed changes to route 81 no longer serving as far east at Ingersol and instead of stopping at Franklin will heavily impact the large population of undergrad and graduate students in the Tenney Lapham neighborhood. Being a regular commuter to the campus, this bus route is crucial. Driving a personal vehicle to the campus is unrealistic given the amount of available parking and congestion the occurs around campus.
14. I heard about the rerouting proposal for route 81. Please let the existing route stay as it is an important connection to the east side of campus. Getting to places beyond Memorial Union will make it cumbersome in 82. Just give the 81 more time between trips as the delays are mainly due to bad road conditions during the winter.
15. The 81/ 82 changes are less welcome because there are already so few options for getting from the Memorial Union area to Regent St and the proposed changes create even fewer/ less appealing options. The 82 is a bus a use very frequently to get to Regent street and the change to the opposite looping 81 is very unappealing since there are sufficient routes that go from Regent to Memorial Union (provided minor walking).

Pro:

1. I think the changes to the 81/82 routes are extremely helpful for students. Expanding the 81 to cover the west part of campus past Breese will allow students who live on that side of campus (including myself) to travel home



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safely at night, especially when Route 2 is the only bus that runs on the weekends to that part of campus.

## Route 82

### Con:

1. I currently board the 82 on Regent St, take it back to the Union, then get on the 81, which drops me (eventually) at Johnson and Pinkney. I get on the bus around 1:25AM and it get me home by 2AM. I'm concerned this complete restructuring will mess up my ride, but without times (especially transfer times) I can't really tell anything. I count on these buses to get home from work during the school year and I'm worried they won't work with the new schedules.
2. The 82 line is currently the only bus line that runs clockwise in a loop just around campus. This is especially helpful for those like myself who live in the neighborhoods south of union south, even more so at night when buses run less frequently, because instead of needing to ride the 80 either all the way around or get off at the nearest stop in the rotation or wait for one of the other bus lines that have more straight line paths like the 6 that are more infrequent, the 82 would go to the southern neighborhoods first, leading to a quicker ride home. I personally have significantly benefited from having just one bus line that follows a clockwise loop, and I know my neighbors have as well, and with the proposed changes to the 81 and 82 lines we would be stuck with no quick public transit method to get home at later times of the day. I think the route proposed is fine, I would just like the direction to be reversed along with any appropriate rerouting to follow traffic patterns.

## Route 84

### Pro:

1. Full support proposed change to Route 84: Additionally, proposal includes re-routing Route 84 to serve the UW Hospital, and serve both westbound and eastbound stops. Anything that can be done to ease the burden on route 28 westbound in the morning and eastbound during afternoon peak is much appreciated.



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## **Feedback Received After Public Hearing**

### **UW Service:**

Con:

1. Eliminating service east of Frankin St. for the 81/82 is a terrible idea. Graduate students by and large cannot afford to live close to downtown. When I was in graduate school I lived in the 900 block of E Gorham, and relied heavily on the 81 to get to and from campus. In fact about 80% of graduate students in my program lived a mile or more east of Frankin st, and I think it's worth mentioning that the other 20% lived over a mile west of Park st - so the proposed changes to these routes would have severely inconvenienced them as well. Grad students are an important part of University and city life, and I don't think their needs are being considered at all in this plan. Furthermore, since there are plans to knock down existing apartments closer to the capitol and replace them with luxury units, more and more people who live in walking distance now will find themselves pushed further away from campus and capitol square and will have to be taking the bus. Shortening the bus routes and cutting late night/evening service is adding insult to injury. Lastly, we need more late night bus service in Madison, not less.
2. This is concerning the proposed changes to routes 81 and 82. I don't want to see route 81 changed. I ride route 81 every night during the school year. Route 81 is great the way it is. Why would you think of or want to change it. What is your reasoning. If route 81 changes it appears I'll have to start riding route 82. However, I would have to walk at least a half mile to catch the 82. So, I might not be able to catch it at all. I would end up walking home over two miles every night. I need the 81 to go all the way down to Ingersoll and back. Not the 82 stopping at Franklin. DON'T CHANGE THE 81 AND 82. LEAVE THEM THE WAY THEY ARE. Thank you.

### **Route 29**

Con:

1. I don't believe the proposed major alteration in the route (down Sherman to Aberg and then Packers) is needed. Instead the existing route can simply be altered so that the existing loop within the Northside Town Center is eliminated. The "new" route would still allow for passenger pick up along Sherman north of Northport drive. The bus would still turn left at the corner of Sherman and Northport. It would still potentially pick up passengers at stop #5223. (In other words those currently getting on at the Northside Town Center Park and Ride stop would now likely get on at



stop #5223). Then what would be different from the existing is: rather than turning into the Northside Town Center, the bus would simply continue straight along Northport towards Elka. On the way back, my proposal would be that instead of turning left from Northport into the Northside Town Center, the bus would simply continue westbound on Northport drive, then turn right onto Sherman and continue northward. Passengers who currently disembark at the Northside Town Center Park and Ride stop could either get off at Northport and Northside Town Center (sorry I don't know the stop #) or the North Sherman and Northport (NB) stop. Again, I don't know the official stop # for this location.

## **Public Testimony at Public Hearing**

### **Con:**

1. Route 80 – Against change. Wants to maintain current service.
2. Route 81 – Please don't change.
3. Routes 81/82 – Against the change.