

From: [Peyton David](#)
To: [All Alders](#)
Subject: 6/7 Opposition Item 128
Date: Tuesday, June 7, 2022 4:55:25 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Summary of residents' objections to Metro redesign:

- Coverage is more important than frequency in Madison's low-income communities
- People with low-income, people with disabilities, seniors need local coverage routes to get to work, childcare, shopping, healthcare
- The proposed redesign increases inequity by asking marginalized people to give up transit access to fund the BRT
- The equity analysis of the redesign should happen before alders vote on the route redesign
- The following amended routes should be funded:

Route "O" Amendment 4E;

Route "D2" Amendment 13,

Route "G" Amendment 16C, and

Route "L" Amendment 9 (revised with neighbors' input)

Thank you,

Peyton David
Madison, WI

Sent from my iPhone

From: joandowns911@gmail.com
To: [All Alders](#)
Subject: [All Alders] Opposition to Madison Metro Redesign
Date: Tuesday, June 7, 2022 4:48:50 PM

Recipient: All Alders

Name: Joan Downs

Address: 765 West Washington Ave., Madison, WI 53715-1486

Email: joandowns911@gmail.com

Would you like us to contact you? Yes, by email

Best time to call: Before 8:00 p.m.

Message:

Please do NOT approve Madison Metro's Redesign plan as there are numerous outstanding issues. I, as well as South Madison Unite! and other groups, have identified that the current plan means walks of up to a mile to get to a bus stop, impossible for the disabled and dangerous for others. I am told by an attorney for ACLU of Wisconsin that she has not yet been able to review the equity report on this matter. Please hold off on any action on Madison Metro's plan until you have also read the equity plan. Thank you.

From: [Anne Edwardson](#)
To: [All Alders](#)
Subject: Metro Transit Redesign
Date: Wednesday, June 1, 2022 2:04:33 PM

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After listening to the comments at the public hearing last night and the strong opposition to the loss of services in the neighborhoods, I would like to suggest a possible solution.

It relates to Question #4 on the MTR survey. If there was additional money to expand service, I would recommend a fleet of mid-size buses into the neighborhoods to keep the existing bus stops and to minimize the distances that people have to walk to get to a bus stop.

For information, I would lose my bus stop with the proposed redesign and the distance to the new bus stop would be prohibitive at certain times and under certain weather conditions. I do not ride the bus consistently yet I rely upon bus service in certain circumstances.

Thank you for your consideration.

Anne Edwardson
1638 Sunfield St, Madison, WI 53704
Ward 18

From: barfahrenkrug@gmail.com
To: [All Alders](#)
Subject: [All Alders] Bus service
Date: Tuesday, June 7, 2022 4:17:30 PM

Recipient: All Alders

Name: Barb Fahrenkrug
Address: 2005 Sundstrom Street, Madison, WI 53713
Email: barfahrenkrug@gmail.com

Would you like us to contact you? No, do not contact me

Message:

Please please please reconsider eliminating entire neighborhoods from bus service. Walking a mile for bus service is a joke. I oppose item 128 on the agenda. All inclusivity means all ALL should have bus service.

From: [Joseph Frost](#)
To: [All Alders](#)
Subject: Metro Planned Route Changes
Date: Tuesday, June 7, 2022 12:39:28 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Greetings,

My name is Joe Frost. I serve as a member of the Disability Rights Commission. I am an individual with a severe neuromuscular disability who uses a power wheelchair to get around. I have lived in Madison since 2008 and have used the bus on a regular basis. Working for Dane County, I frequently take both the bus and Paratransit to work, appointments, and general outings with friends.

The discussions around the Metro redesign are about so much more than convenience or nice to haves. They are discussions addressing the ability to get to jobs, to get food, to get to medical appointments. Even the ability to receive the cares necessary to conduct daily life.

For years, I've had caregivers take the bus to get to my apartment, and now house. Many of the caregivers are college students with limited access to cars, and thus take the bus. The changes in my current neighborhood will put the nearest stop for them almost one mile away (which presently they only need walk less than one quarter of a mile).

Some have expressed the note that folks could "walk a few extra blocks". If only life were that simple. Let me share a story. Living in downtown Madison, just off Blair and E Dayton, I was glad to take my wheelchair the 6 blocks to the Capitol, on the sunny summer days, when I got my first job in June of 2008. But then came winter. Unaware of Paratransit, I tried to walk through the snow to the nearest stop at Blair and E Washington (just two blocks away). My chair got stuck at several stops on the sidewalks of Blair, so I drove in the street. I eventually made it, to the bus stop and waited for the bus, but when the bus arrived the bus could not deploy the ramp, due to the snow bank. Late for work, I continued up E Washington struggling to make any progress, and getting stuck again and again. Incidents like this were common for me that winter, requiring me to even call the Police, once, for rescue.

Some ask if Paratransit can subsidize the options. Paratransit is a wonderful service. Very helpful. But let me share another story. My condition leads to frequent illness and hospitalization. So, one summer I woke up with pneumonia. I contemplated my options. The accessible cab (of which Union Cab is the only available Provider with accessible cabs for all of Madison) is constantly booked solid (frequently requiring one to two weeks' notice to successfully book). Medical cabs and Paratransit require 24 hours' notice. Not sure of the bus route, I walked through the summer heat, the mile to Meriter Hospital. In hind sight, I should have called Metro's wonderful service line, and found a good bus route. But for many I've heard from, these changes jeopardize that option.

Additionally, the ability to move or find an alternate place to live is frequently limited by finances, lack of accessibility, and lack of availability. In five years of hunting for new accessible apartments in downtown Madison, zero of them had roll-in showers (in spite of the Galaxy, Constellation, and other buildings going up). Furthermore, a newly built condo, which had a roll-in shower per construction requirements, was promptly sold to a buyer who not only didn't have need of the accommodations, but planned to have them removed.

Transportation options are vital to enjoying the wonderful community of Madison. Transportation is a staple to the ability to live in this wonderful community, and limited access is not only an inconvenience, but can entirely alter a person's ability to be a part of the vibrant community of Madison.

Please carefully consider these notes while making a decision.

Thank you for your time,

Joe Frost
Disability Rights Commission

From: [Joe Frost](#)
To: [All Alders](#)
Subject: [All Alders] Metro Redesign
Date: Tuesday, May 31, 2022 8:36:57 PM

Recipient: All Alders

Name: Joe Frost
Address: 501 Whitehall Drive, Madison, WI 53714
Phone: 715-413-1260
Email: jovialjoe84@yahoo.com

Would you like us to contact you? Yes, by email

Message:

Greetings,

My name is Joe Frost. I am an individual with a disability, and serve on the Disability Rights Commission. I am writing this to share the concerns about the Metro Route changes, and BRT changes. Many concerns have been raised about these changes and the elimination of many neighborhoods' access to bus routes. Concerns have been raised by individuals, Disability Rights Wisconsin, the NAACP, and many other bodies.

For illustration, for my wife and I the nearest stop will be nearly a mile away from our house. In my wheelchair, this is nearly impossible in anything but ideal weather.

I applaud Metro taking feedback, and assessing amendments, but have yet to see any amendments to address my neighborhood, and have heard similar concerns from many other neighborhoods.

As the concerns not only affect the ability to individuals with disabilities to travel, but also affect the ability of healthcare staff to arrive safely and effectively, or in some cases eliminate access for healthcare staffing.

While I am excited at the prospect of improvements of the Metro system, I'd like to urge City Council, and Metro to take the time to ensure that these changes will provide equitable coverage and access to all City residents.

Thank you for your time,

Joe Frost

From: glickjd@gmail.com
To: [All Alders](#)
Subject: [All Alders] Metro Transit redesign
Date: Monday, June 6, 2022 3:56:26 PM

Recipient: All Alders

Name: Jeff Glick
Address: 4706 Regent St, Madison, WI 53705
Phone: 608-405-4590
Email: glickjd@gmail.com

Would you like us to contact you? Yes, by email

Message:

Apparently, a vote on the plan is imminent . . . but unless I'm mistaken, Alder Martin's seat on the Council hasn't yet been filled. Like many seniors, disabled and lower-income residents, I'm very unhappy with how the proposal will affect me. In fact, in my detailed comments submitted to Metro some time ago, I pointed out that I can't even TELL, from the plan map as made available to the public, just what changes ARE planned for my route Route 8! No one has even shown me the courtesy of responding to tell me if I'm correctly understanding that my 1 block walk from home to my stop to go to work will now be 3-1/2 blocks having to negotiate a great many sidewalks which, for much of winter, haven't been properly sanded, salted or cleared of ice and snow.

IF THERE IS NO NEW ALDER YET, FOR DISTRICT 11, I STRONGLY OBJECT TO ANY VOTE BEING TAKEN, IN WHICH MY DISTRICT WON'T BE REPRESENTED.

-Jeffrey D. Glick age 67

From: [Huelsemann, Kierstin](#)
To: [All Alders](#)
Subject: Opposition of ITEM 128 and support delaying a vote
Date: Tuesday, June 7, 2022 4:16:56 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello Madison Alders,

My name is Kierstin Huelsemann, I live in the Allied Drive, Dunn's Marsh Neighborhood and was recently elected to represent District 27, which covers the northern part of Fitchburg, on the Dane County Board of Supervisors. The changes in Madison Metro's redesign disproportionately affect historically disenfranchised and highly bus dependent areas of the Madison metro area, and Dane County District 27. I, and many in the communities that I now represent, feel that the decisions being made in this redesign of bus routes have lacked important community outreach and engagement, of those most impacted by these changes. It because of this I urge you to postpone tonight's vote to ensure that community input is given necessary time and that a full equity analysis is done before the plan advances.

Public Transit is a vital public service. We should be making it more accessible, to address environmental, economic, racial, disability, housing, and other injustices experienced by too many of our neighbors... not making it less equitable, which is the ultimate impact of this redesign process so far.

Although none of these proposed amendments are 100% ideal for the affected Fitchburg communities, I do support the following proposed amendments:

~ Amendment 16C, which would mean more access within the neighborhood, and the Southdale Neighborhood advocated for and was approved by the Fitchburg Common Council.

~Amendment 13, which provides stops on Jenewein and Red Arrow in the Allied Drive Dunn's Marsh neighborhood

~Amendment 17A, which would add stops in the Terravessa Neighborhood that was supported by the Fitchburg Common Council.

and

~Amendment 14 which would provide service to the Fitchburg Senior center and other

Fitchburg City buildings. An important service for the area's aging community that was not supported by the Fitchburg Common Council.

I urge you to listen to these communities, prioritize impact and equity over intent, and do better to represent those most impacted by these decisions.

Thank you again for your time and consideration on these matters.

Sincerely,

Kierstin Huelsemann

Dane County Supervisor, District 27

Sent Securely via TLS from County of Dane by
Proofpoint

From: [Josh W. Jenkins](#)
To: [Transportation Policy Board](#); [Mymetrobus](#); [All Alders](#)
Subject: Metro Redesign and Inequity
Date: Tuesday, May 31, 2022 9:36:06 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

To City of Madison Metro and Alders: May 31, 2022

I'm a resident of Southdale and together we're asking for your support to preserve Metro bus service in our community. Southdale is a community of apartment complexes and small homes with roughly 1800 residents in the Town of Madison. Our community is a majority Black and Brown families. We are a dense and diverse urban community, and the Metro redesign draft would virtually eliminate our bus service.

Our neighborhood is heavily bus dependent and many residents don't have reliable access to personal cars. Southdale is an isolated community with already limited access to any basic services. We have to travel miles to reach grocery stores, medical clinics, laundry, childcare and our schools. Our community uses the current Route 16 every day for basic needs. People use mobility devices to access this route every single day. Families use the bus for errands and essentials. Grade school, middle school and high school youth use the bus multiple times a day. Briarpatch Youth Services, elder housing and Porchlight housing are all located here and residents there are very bus dependent. We currently have access to a bus stop within 2 blocks of most homes. We deserve accessible and safe access to the bus that is possible in any weather.

WE SUPPORT AMENDMENT 16C FOR SOUTHDALE. The other route options have been unanimously opposed by a coalition of renters, homeowners and business leaders, as well as the entire Fitchburg Common Council. Amendment 16C on Route G is our only viable option.

Our neighborhood is served by a transit loop Metro would like to eliminate from direct service: a route that departs from a thoroughfare and passes inside residential streets. Metro has declared that this kind of service conflicts with system-wide goals to increase bus frequency. The Draft Plan states walking greater distances is an acceptable cost to increase bus frequency in some areas. But if we can't access the closest bus route, what good is increased bus frequency?

We join residents around the city to say that our service is not optional. We understand Metro's goals, but we maintain that the new "ridership" model would be a huge blow to our community and many others in Madison and surroundings. Metro claims to be preserving service within ½ mile of low-income neighborhoods, but we say ½ mile is too far. For a community of elders, disabled folks, children, youth and families, 10 blocks is too many. This plan would exacerbate inequalities many in our

community already face. The proposed plan for Route G would not be equitable.

Our community has attended and testified at 4 public forums, and have been unanimous: our service is not optional, and the Metro Redesign needs to be amended based on a valid equity study and community feedback. The Fitchburg Common Council voted unanimously in our favor at last Tuesday's hearing on the Transit Plan and Metro Redesign. The Fitchburg Council rejected the 2 Amendments proposed by Metro, declaring that "this service is a community NEED, it is not a want." Fitchburg voted in favor of the most coverage for Southdale, and affirmed that the cost was acceptable given the essential nature of the bus service.

Yet after this critical vote on 5/24 at Fitchburg Common Council, Madison Metro representatives declared they would NOT support Amendment G3 (16C), and would instead recommend cutting direct service to Southdale. What can we do as a community to convince Madison Metro that our service is NOT OPTIONAL?

Federal regulations state that transit redesign needs to have an accountable and accessible public feedback process. We say that this Redesign process has been rushed, with very limited outreach, if any, to areas targeted for service cuts. In the Southdale community, we only had our first public hearing of any kind on May 11. Now on May 31, we're facing Metro's "Final Hearing." 3 weeks is not enough time to solicit, receive and incorporate community feedback.

After participating in 4 meetings in 3 weeks, Southdale residents now face testifying in the City of Madison at 3 more public hearings in the next 2 weeks. This is an undue burden and doesn't meet criteria for an open, public process that is accessible to working families. Close to 30% of the community are native Spanish-speakers. Yet in the current Metro Final Hearing, there is no online information in Spanish, no means to sign up to testify in Spanish, no forms in Spanish. At most of the meetings in the last 3 weeks, community members have had to provide our own interpretation services so our neighbors could understand the proceedings and testify. This is NOT accessible.

We declare that Metro is violating civil rights of low-income, Black, Brown, disabled, elderly and youth community members with the Metro Redesign.

- **The process is rushed and inaccessible, crucial steps are English-only, and overall it's unreasonably complex. Outreach was ineffective in most low-income areas facing cuts.**
- **The Redesign expands service for suburban, campus and Isthmus communities, while cutting service for already-isolated neighborhoods and low-income enclaves. Low-income areas are being excluded from the process.**
- **Against the guidance of the MPO, Madison Metro combined 2 distinct "Low**

income” populations: college campus residents, and generational low-income communities. This will not represent actual gains and losses in the most targeted populations.

SOUTHDALE COMMUNITY HAS 5 DEMANDS FOR MADISON METRO AND THE CITY OF MADISON:

- 1. WE SUPPORT AMENDMENT 16C as the ONLY viable option for our community.**
- 2. WE SUPPORT AMENDMENT 4E in the Bram’s Addition neighborhood.**
- 3. WE SUPPORT AMENDMENT 13 in the Allied Drive area.**
- 4. WE SUPPORT A REVISED AMENDMENT 9 based on Northport community feedback.**

- 5. WE OPPOSE THE DRAFT PLAN, AND DEMAND METRO RETURN TO PREVIOUS STEPS IN THE PROCESS.**
 - We need a valid and thorough equity study prioritizing service in “generational” low-income communities.**
 - We demand the “equity” portion of the draft plan to be analyzed without combining university student populations and generational low-income neighborhoods.**
 - We need effective outreach and dialogue in low-income communities that face service cuts.**

Thank you very much,

Josh Jenkins

2609 Country Rose Ct #3
Madison, WI 53713

From: anything4BL@gmail.com
To: [All Alders](#)
Subject: [All Alders] AGAINST Madison Metro Transit Redesign
Date: Monday, June 6, 2022 1:16:26 PM

Recipient: All Alders

Name: Michele Leighton
Address: 4634 Odana Road, Madison, WI 53711
Email: anything4BL@gmail.com

Would you like us to contact you? Yes, by email

Message:

I am in District 11 and currently without an alder thus, I am sending this to the entire City Council. I wanted to let you know that I am AGAINST the draft transit redesign plan and amendments. I will send you a more detailed email this evening when I am not at work, but I have been riding Madison Metro for 45 YEARS!! 30 years from my current address at 4634 Odana Road and after having wonderful bus service for all that time, the draft plan will now make me walk multiple blocks on BOTH the home end AND the work end Capitol Square in order to continue using Metro for my work commute. Please know that the majority of Madisonians 1 are NEGATIVELY impacted by the proposed route changes and 2 will derive NO BENEFIT from the proposed BRT route, which seems more designed to serve A people commuting to Madison from outlying areas, since parking will only be available at the far extremes of the BRT route even though it is only we Madisonians who are being taxed to support BRT, and B those people lucky enough to live along the BRT route. Please watch for a more detailed email from anything4BL@gmail.com tonight, and thank you for standing up for good public transportation for ALL Madison residents!

From: [Kelli Malueg](#)
To: [Transportation Policy Board](#)
Cc: [Mymetrobus](#); [All Alders](#)
Subject: Agenda item 71227, Bus route 16C
Date: Tuesday, May 31, 2022 5:06:03 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

My name is Kelli Malueg. I am housing case manager for a Porchlight building at 2718 Pheasant Ridge Trail. Our building has 16 units which provide housing for formerly homeless individuals who have a disability. Several of my clients use a wheelchair or walker. I strongly support the 16 C route as it would be much closer for my clients to reach a bus stop. If my clients had travel further it would be a considerable hardship. Please consider the conditions of weather when pushing a walker using a wheelchair. My clients utilize the bus on a daily basis for appointments, shopping, going to work.

Thank you, Kelli Malueg

From: [Cindy](#)
To: [All Alders](#)
Subject: Amendments to redesign
Date: Tuesday, June 7, 2022 3:28:50 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

Please approve the following amendments to the redesign: Route "O" Amendment 4E, Route "D2" Amendment 13, Route "G" Amendment 16C and Route "L" Amendment 9.

Sincerely,
Cynthia K McCallum

Sent from my iPhone

From: [Luna Lightspeed](#)
To: [All Alders](#); huelsemann.kierstin@countyofdane.com; [Transportation Policy Board](#); [Mymetrobus](#)
Subject: Metro Redesign, please support 16C
Date: Friday, May 27, 2022 4:32:24 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Greetings all,

By day, I am a Community Social Worker in the Southdale neighborhood and have worked to support South East Madison for almost 20 years. Outside of work, I am a Dane County resident. I email you as a private citizen, worried about the reduction of Metro service to the Southdale neighborhood. There are currently multiple amendments proposed related to the area, 16A, 16B, 16C and 17B. **Amendment 16C is the one that Southdale residents and City of Fitchburg Common Council support, as it provides the best service to the area.** 17B would also be great, and it has gotten lost in the focus on 16C. Metro recommends 16A as it fits best in the overall plan, but it puts one lonely bus stop to serve the entire neighborhood, in an undeveloped area, away from where people actually live, with safety and accessibility concerns. Southdale is an isolated neighborhood on the south side of Madison, just off of Rimrock Road that currently belongs to the Town of Madison, and will be annexed by the City of Fitchburg on October 31, 2022. Southdale residents have the burden of convincing both the City of Fitchburg and the City of Madison to support continued service, even though neither are currently responsible for the area. They have earned the support of the City of Fitchburg, as the now Common Council supports Amendment 16C. They do not have a City of Madison alder to represent them, so I send this email to ask your support to uphold their voices for the Metro Redesign Public Hearing and Madison Common Council meetings. Supervisor Huelsemann has been supportive of service for Southdale as well. Thank you!

In this small area, it is 90% rentals, with over 800 apartment units, with many hard working black, brown and white families and individuals. We also have many disabled and elderly residents, including a 16 unit building dedicated to people with disabilities. School aged children attend Frank Allis, Sennett and LaFollette, which are very far away from the neighborhood. Residents use the current Route 16 to get to school, work, medical appointments, grocery store and everywhere. There are currently approximately 20 stops (including both directions), about 160 riders per day, 800 riders per work week and ridership data demonstrates the need for the service. See link below for data chart and source. To remove the service to the neighborhood would be an equity issue due to the demographics of the area.

Additionally, there are other low income areas in the City of Madison that are significantly impacted by the redesign. Some have advocated and received support, while others may not even know what is happening and will suffer when the plan gets implemented. We need an equity assessment of the plan, to ensure that Madison and Dane County's most vulnerable residents are not disproportionately impacted by this redesign.

The City of Fitchburg supports Amendment 16C and has committed to funding it. Amendment 16C costs nothing for the City of Madison, and it is priceless to Southdale residents. Please support Amendment 16C.

I thank you for your consideration and support,

Laurie Meulemans
Dane County Resident

608-579-3336

data chart:

<https://docs.google.com/spreadsheets/d/1uZeCr6vtS2Euxg0TefoPnoTocYO65bvVBgbODRbcO40/edit?usp=sharing>

source:

<https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=61872bbc0107482a91115a3ce21fa1aa>

From: [Robin Peden](#)
To: [All Alders](#)
Subject: Bus Route
Date: Tuesday, June 7, 2022 2:19:11 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

We disagree with the changes that METRO is trying to implement.

Summary of residents' objections to Metro redesign:

- Coverage is more important than frequency in Madison's low-income communities
- People with low-income, people with disabilities, seniors need local coverage routes to get to work, childcare, shopping, healthcare
- The proposed redesign increases inequity by asking marginalized people to give up transit access to fund the BRT
- The equity analysis of the redesign should happen before alders vote on the route redesign
- The following amended routes should be funded: Route "O" Amendment 4E; Route "D2" Amendment 13, Route "G" Amendment 16C, and Route "L" Amendment 9 (revised with neighbors' input)

Sent from my iPhone

From: [Brian Rieselman](#)
To: [All Alders](#)
Subject: More bus service not less
Date: Tuesday, June 7, 2022 12:15:47 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I took the number six bus on mineral point road for many years. So did other workers and students. Cutting this service in an age of climate catastrophe and rising fuel costs is really regressive. Elderly and disabled people are harmed but these cuts.

From: [Cheylene Schank](#)
To: [Transportation Policy Board](#); [Mymetrobus](#); [All Alders](#)
Subject: Amendment 16C
Date: Tuesday, May 31, 2022 1:09:12 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

To whom it may concern:

My name is Cheylene Schank and I live on Ski Court in the Southdale neighborhood. I learned that the number of bus stops may be greatly reduced in our area, and I'm very concerned about this. We do not have a grocery store or job opportunities in the area, and some people depend on taking the bus to these locations, as well as school. Some people have disabilities and cannot walk several blocks to take the bus.

This neighborhood is very much cut off from the community, and it is not a wealthy neighborhood with many resources either. Please do not further restrict access to the greater community as it would impact people here a lot.

I am writing too strongly urge you to approve Amendment 16C in Southdale so that our bus stops are not greatly reduced. Thank you for your consideration.

Sincerely,
Cheylene Schank

From: [Kate Schulte](#)
To: [All Alders](#)
Subject: Bus system redesign
Date: Sunday, June 5, 2022 1:40:01 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alders,

It seems the Madison's Common council will be voting on amendments to Madison Metro's redesign project at your upcoming meeting on Tuesday. While a goal of the upcoming Madison Metro redesign project is said to be; "To provide frequent AND more direct service, better access to jobs, and make the system overall easier to use." Please remember that;

-Bus dependent people are not JUST the workforce, (Seniors, unemployed and others do exist.)

-The bus system is not easier to use when you can't find a bus that will pass by your destination.

-Busses that pass by more frequently are of no use when they simply NEVER pass by your home or destination.

> I would like you to see the importance of Route O w/Amendment D. (This is the bus route on fish Hatchery passing the Food pantry.) There are bus-dependent people who need Route O to pass by the Food Pantry. The Food Pantry isn't scheduled to be open simply during peak workforce hours.

> Route G should service the Deer Valley/Quail Ridge neighborhood where there are many bus-dependent individuals and families. Some of these folks can't easily progress wheelchairs or walkers farther away to catch their bus.

I hope you can see the importance of maintaining a bus system in Madison that addresses needs of Madison citizens.

Thank you,

-Kate Schulte

Bus-dependant Madison citizen

From: [Katka Showers-Curtis](#)
To: [All Alders](#)
Subject: I oppose item 128 and support *delaying a vote* until appropriate data is gathered; please do the same
Date: Tuesday, June 7, 2022 6:29:50 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Alders,

Thank you for your work. I am writing today to ask you to delay the vote on the redesign of the Madison Metro routes, as the proposal as it currently stands is inequitable to many communities.

People with low incomes, disabled people, seniors, and many others need local coverage routes to commute to work, access childcare, go shopping for food and necessary items, and access healthcare.

The proposed redesign increases inequity by asking marginalized people to give up transit access to fund the BRT. As a disabled person, the redesign as it currently stands is harmful to me and others in my community.

Before voting on the route redesign, I ask that you perform a thorough equity analysis and consult more people in marginalized communities. There has not been enough time for people to adequately provide feedback on the proposed changes.

If you choose not to delay your vote, which you know from my e-mail and others' communications would cause unnecessary harm to marginalized communities, I ask that you at least fund the following amended routes:

Route "O" Amendment 4E;
Route "D2" Amendment 13;
Route "G" Amendment 16C; and
Route "L" Amendment 9 (revised with neighbors' input).

Thank you again for your work, and thank you for your time. Please choose to do what is best for those in our community who are most marginalized, and not just what appears to be best for the bottom line and increasing service.

Warmly,

Katka Showers-Curtis

From: [Megan Spielbauer Sandate](#)
To: [All Alders](#)
Subject: Agenda Item #128
Date: Tuesday, June 7, 2022 9:02:55 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hello,

I am writing to oppose agenda item #128 with the request to delay the vote in order to allow the community to provide greater input.

I understand the desire to move forward with this plan, especially as the Madison Metro System could greatly be improved. However, I think that it's important to provide time for the public to provide quality input. These are complex materials that require a lot of time to review, understand, give input, listen to others' input, attend meetings about, re-evaluate amendments, etc.

South Madison Unite says it all here:

We recognize there are still neighborhoods facing cuts that have not been represented in proposed Amendments, and we stand with them in opposing the Draft Plan as a whole. But out of an urgent need to protect service in impacted neighborhoods, we're also compelled to lobby for some of the proposed amendments. Please see the list below of Amendments that we strongly support.

We don't accept that this Redesign will improve equity for targeted and marginalized communities. It will instead restrict access and reduce service unequally. With the testimony of scores of community members in hand, it's time for the city to listen now and give credence to the lived experience of riders who depend on Metro as their primary means of transportation.

<https://www.southmadisonunite.org/communitydemandseng.html>

I am asking that you pause and allow the communities that rely on the bus transit system to provide input. Please delay the vote on the new metro plan.

Thank you,
Megan Spielbauer Sandate

From: [Sunkeerth Tummala](#)
To: [All Alders](#)
Subject: Metro Route Redesign delay
Date: Tuesday, June 7, 2022 4:57:19 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Can you please delay the Metro Route redesign?

To fight an increase of inequity, a lot of residents are requesting more time to decide on the finalization of the Metro redesign.

Here is a summary of residents' objections to Metro redesign:

- Coverage is more important than frequency in Madison's low-income communities
- People with low-income, people with disabilities, seniors need local coverage routes to get to work, childcare, shopping, healthcare
- The proposed redesign increases inequity by asking marginalized people to give up transit access to fund the BRT
- The equity analysis of the redesign should happen before alders vote on the route redesign
- The following amended routes should be funded:

Route "O" Amendment 4E;

Route "D2" Amendment 13,

Route "G" Amendment 16C, and

Route "L" Amendment 9 (revised with neighbors' input)

Please do not rush the Metro redesign to hurt the communities you claim to represent

From: [Carol V.](#)
To: [All Alders](#)
Subject: Fwd: madison transit redesign project
Date: Tuesday, June 7, 2022 11:24:28 AM

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I am writing to you about the transit redesign project. At the public meeting on May 31st several people spoke in opposition to the plan on the grounds that they or their neighbors would lose important service. It raises the question, with so many constituencies feeling like they are losing important transit access, who is gaining?

I am concerned that the data provided by the consulting firm was woefully inadequate - by focusing on jobs to the exclusion of other transit uses; by including students in their low income analyses rather than providing data with and without students, and by measuring transit usage at noon rather than at periods that align more closely with job start times.

Clearly the system needs redesigning, but I encourage the council to require more comprehensive data on equity before moving forward.

Regards, Carol Van Hulle

From: [Liz Wessel](#)
To: [All Alders](#)
Cc: [Don Ferber](#)
Subject: Item #128 Madison Metro Redesign
Date: Tuesday, June 7, 2022 12:13:12 PM

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RE: Item #128, Adopting the Metro Network Redesign Plan

To: Members of the Common Council

From: Don Ferber, d_ferber@sbcglobal.net

Liz Wessel, lizard59sc@yahoo.com

Sierra Club Four Lakes Group

The Madison Metro System Redesign is an extremely important step for the City of Madison, its residents and the surrounding communities. We feel support for the draft proposal as amended by the Transportation Policy & Planning Board is premature at this time. We ask you to re-refer this item back to the TPPB to take the additional time to ensure that the amendments and the plan as a whole have the positive impact we all want for the communities who most rely on public transit day in and day out.

Over the last six to eight weeks, the redesign has received the attention of many different neighborhoods across the City and beyond. Many, such as South Madison Unite, highlighted the need to ensure that those the redesign is intended to serve are fully heard and accounted for in the redesign. It has become clear that the length of this process has not ensured that people are fully aware of what is occurring or how it will impact them.

For this reason, we support the calls for an expanded equity study before approval by the Common Council. This would ground truth the redesign as proposed by the Board to the City Council, and help determine if the redesign truly meets the needs of these populations.

Additional time is also needed to evaluate the amendments. The amendments being added continuously over the past few weeks have made it difficult to make timely and meaningful comments, and have a more thorough discussion and analysis. Some amendments have been added just hours before a neighborhood meeting with the impacted residents.

The redesign process needs to make sure that all voices are heard, especially those who rely on transit, that options are on the table that will best work for the community and the neighborhoods, and that the process has resulted in solutions that serve our residents. The measure of success is a redesigned system that works for our community - not the number of public meetings held or comments received.

In reviewing the numerous emails and written comments, we wish to amplify that the process has heavily relied on technology and a comfort level with remote access and computer-generated maps which limits some people's ability to participate. Since

much of the discussion and comments have not been in in-person public forums where people can readily hear what others are saying, this limits robust discussion, dampens inspiration, and does not build the sense of community input into the system. We only obtained the written comments by in essence making a freedom of information act request.

Many comments have been made that this proposal should not be framed as ridership vs coverage. A system can and should have elements of both as mutually supportive parts of a system – and we echo this sentiment. Further, we live in a northern climate with inclement weather including snow and ice. Expecting people to walk or roll further to a bus stop, or late at night, must account for the reality of our climate and people's safety.

Another concern that could use further analysis is the impact on workers who do not have 9 to 5 jobs and must rely on public transit or other non-car transportation. This would include examining the new census data for non-car owners, particularly the data on those who reside outside of downtown who are in this situation.

We ask you to re-refer this item back to the TPPB to take the additional time to ensure that the amendments and the plan as a whole have the positive impact we all want for the communities who most rely on public transit day in and day out. Public transit is an essential cornerstone of our community and this redesign is of critical importance and we need to take the time to do it right.

Thank you for this opportunity to raise our concerns.

Liz Wessel

pronouns: she, her, hers

Sierra Club Four Lakes Group

www.sierraclub.org/wisconsin/four-lakes

608.238.9934

From: [caitlin](#)
To: [All Alders](#)
Subject: Metro Redesign Concerns
Date: Tuesday, June 7, 2022 8:38:31 AM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Dear Madison City Council,

I am writing to urge you to oppose Item 128 -- the Metro Redesign Draft Plan -- on today's agenda.

I'm a resident of the Southdale neighborhood in the Town of Madison. As part of the Draft Plan, 16 stops in my neighborhood were removed. It was only after public outcry -- thanks to a few local organizers who raised alarm -- at the 11th hour, that we were able to fight for an amendment that keeps us from losing critical bus service in our dense, low-income, and predominantly Black and Latinx neighborhood.

What happened in our neighborhood is representative of a failed outreach and equity process. The majority of my neighbors -- many of whom rely on public transit -- don't know that a Metro Redesign is happening. When community members scrambled to make meetings over the past couple of weeks (meetings that were demanded, not offered), many showed up only to have their fundamental rights to language access denied. It was the very community members ourselves who provided Spanish interpretation, when interpreters were either 1) not present; 2) only interpreting from Spanish to English; or 3) providing vague summaries, rather than viable interpretation.

Through the hard work of unpaid organizers and community members, who spent countless hours researching and advocating, Amendment 16c is a viable option for us. But this causes us to ask ourselves, what about the neighborhoods who didn't happen to have the information, resources, representation, or access to know what was happening and advocate for continued public transit coverage? Are isolated and under-resourced neighborhoods responsible for ensuring they don't lose critical coverage? How could we possibly hold low-income and marginalized people responsible for their continued disenfranchisement?

I have heard a number of people from the TPPB say that their outreach was effective and acceptable. I've heard them dismiss the public outcry because "only people opposed to something will show up to a hearing to testify, you never hear from the scores of people who benefit". I've heard them assure communities, including those most impacted, that this plan doesn't unduly impact low-income people and people of color while simultaneously removing access and telling them they don't know what's good for them. This process has been inequity in action -- a lesson on what *not* to do if you want to close disparities in a city known for them.

Our communities agree that a new bus system should be a priority for Madison. But it needs to be done with the communities most impacted at the center. I urge you to be a part of ensuring that a Metro Redesign process is effective and equitable from the ground up. Please advocate to slow the process to allow for **1) identification of communities and neighborhoods who haven't been involved in the process; 2) effective outreach to low-income, Black and Latinx neighborhoods; 3) identification of impacts on disabled people, seniors, and youth with a commitment to ensuring equitable transit access; and 4) a ground-up equity study.**

Madison cannot accept that some people's access to basic transit service is worth sacrificing so more people will make the choice to ride. Ridership is not incompatible with coverage. We can have a viable BRT *without* cutting of service to those who most need it.

Sincerely,
Caitlin Yunis
2609 Country Rose Ct
Madison, WI 53713

From: [caitlin](#)
To: [Transportation Policy Board](#); [Mymetrobus](#); [All Alders](#)
Subject: Metro Redesign
Date: Tuesday, May 31, 2022 2:00:48 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

To City of Madison Metro and Alders: May 31, 2022

I'm a resident of Southdale and together we're asking for your support to preserve Metro bus service in our community. Southdale is a community of apartment complexes and small homes with roughly 1800 residents in the Town of Madison. Our community is a majority Black and Brown families. We are a dense and diverse urban community, and the Metro redesign draft would virtually eliminate our bus service.

Our neighborhood is heavily bus dependent and many residents don't have reliable access to personal cars. Southdale is an isolated community with already limited access to any basic services. We have to travel miles to reach grocery stores, medical clinics, laundry, childcare and our schools. Our community uses the current Route 16 every day for basic needs. People use mobility devices to access this route every single day. Families use the bus for errands and essentials. Grade school, middle school and high school youth use the bus multiple times a day. Briarpatch Youth Services, elder housing and Porchlight housing are all located here and residents there are very bus dependent. We currently have access to a bus stop within 2 blocks of most homes. We deserve accessible and safe access to the bus that is possible in any weather.

WE SUPPORT AMENDMENT 16C FOR SOUTHDALE. The other route options have been unanimously opposed by a coalition of renters, homeowners and business leaders, as well as the entire Fitchburg Common Council. Amendment 16C on Route G is our only viable option.

Our neighborhood is served by a transit loop Metro would like to eliminate from direct service: a route that departs from a thoroughfare and passes inside residential streets. Metro has declared that this kind of service conflicts with system-wide goals to increase bus frequency. The Draft Plan states walking greater distances is an acceptable cost to increase bus frequency in some areas. But if we can't access the closest bus route, what good is increased bus frequency?

We join residents around the city to say that our service is not optional. We understand Metro's goals, but we maintain that the new "ridership" model would be a huge blow to our community and many others in Madison and surroundings. Metro claims to be preserving service within ½ mile of low-income neighborhoods, but we say ½ mile is too far. For a community of elders, disabled folks, children, youth and families, 10 blocks is too many. This plan would exacerbate inequalities many in our

community already face. The proposed plan for Route G would not be equitable.

Our community has attended and testified at 4 public forums, and have been unanimous: our service is not optional, and the Metro Redesign needs to be amended based on a valid equity study and community feedback. The Fitchburg Common Council voted unanimously in our favor at last Tuesday's hearing on the Transit Plan and Metro Redesign. The Fitchburg Council rejected the 2 Amendments proposed by Metro, declaring that "this service is a community NEED, it is not a want." Fitchburg voted in favor of the most coverage for Southdale, and affirmed that the cost was acceptable given the essential nature of the bus service.

Yet after this critical vote on 5/24 at Fitchburg Common Council, Madison Metro representatives declared they would NOT support Amendment G3 (16C), and would instead recommend cutting direct service to Southdale. What can we do as a community to convince Madison Metro that our service is NOT OPTIONAL?

Federal regulations state that transit redesign needs to have an accountable and accessible public feedback process. We say that this Redesign process has been rushed, with very limited outreach, if any, to areas targeted for service cuts. In the Southdale community, we only had our first public hearing of any kind on May 11. Now on May 31, we're facing Metro's "Final Hearing." 3 weeks is not enough time to solicit, receive and incorporate community feedback.

After participating in 4 meetings in 3 weeks, Southdale residents now face testifying in the City of Madison at 3 more public hearings in the next 2 weeks. This is an undue burden and doesn't meet criteria for an open, public process that is accessible to working families. Close to 30% of the community are native Spanish-speakers. Yet in the current Metro Final Hearing, there is no online information in Spanish, no means to sign up to testify in Spanish, no forms in Spanish. At most of the meetings in the last 3 weeks, community members have had to provide our own interpretation services so our neighbors could understand the proceedings and testify. This is NOT accessible.

We declare that Metro is violating civil rights of low-income, Black, Brown, disabled, elderly and youth community members with the Metro Redesign.

- **The process is rushed and inaccessible, crucial steps are English-only, and overall it's unreasonably complex. Outreach was ineffective in most low-income areas facing cuts.**
- **The Redesign expands service for suburban, campus and Isthmus communities, while cutting service for already-isolated neighborhoods and low-income enclaves. Low-income areas are being excluded from the process.**
- **Against the guidance of the MPO, Madison Metro combined 2 distinct**

“Low income” populations: college campus residents, and generational low-income communities. This will not represent actual gains and losses in the most targeted populations.

SOUTHDALE COMMUNITY HAS 5 DEMANDS FOR MADISON METRO AND THE CITY OF MADISON:

- 1. WE SUPPORT AMENDMENT 16C as the ONLY viable option for our community.**
- 2. WE SUPPORT AMENDMENT 4E in the Bram’s Addition neighborhood.**
- 3. WE SUPPORT AMENDMENT 13 in the Allied Drive area.**
- 4. WE SUPPORT A REVISED AMENDMENT 9 based on Northport community feedback.**

- 5. WE OPPOSE THE DRAFT PLAN, AND DEMAND METRO RETURN TO PREVIOUS STEPS IN THE PROCESS.**
 - We need a valid and thorough equity study prioritizing service in “generational” low-income communities.**
 - We demand the “equity” portion of the draft plan to be analyzed without combining university student populations and generational low-income neighborhoods.**
 - We need effective outreach and dialogue in low-income communities that face service cuts.**

Best,
Caitlin Yunis
2609 Country Rose Ct
Madison, WI

From: [Mike Z](#)
To: [All Alders](#)
Subject: Support Item 128 Transit Network Redesign, June 7 Common Council
Date: Tuesday, June 7, 2022 12:35:34 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

I am writing in support of the Metro Transit Redesign Network Plan as amended by the Transportation Policy and Planning Board (item 128 leg. 71227) at the June 7 Common Council. The network redesign will offer significant service improvements for most Madison residents, minimal service loss, and promote much needed density. It also has significant benefits for poor and minority groups. Public input efforts have been extensive and have lasted for years (to back before the pandemic). Furthermore, the amended plan dramatically increases coverage for low density neighborhoods that have raised concerns about the network draft even at the cost of service levels in high-ridership areas. It is a good compromise so please support it without delay.

Sincerely,
Michael Zenz
2609 Dahle St
District 12

From: [Ruth Zuber](#)
To: [All Alders](#)
Subject: 16C
Date: Tuesday, May 31, 2022 1:24:37 PM

Caution: This email was sent from an external source. Avoid unknown links and attachments.

Hi there,
Please keep 16C in our neighborhood. Buses are really needed in our Southdale neighborhood and we have full support from City of Fitchburg.
Kind Regards,
Ruth Zuber
212 Deer Valley Rd.
Madison, Wi 53713