

From: [B.E. Smith](#)
To: [Metro Redesign](#)
Cc: [Benford, Brian](#)
Subject: Metro Redesign Gorham/Johnson bus does not stop on Capitol Square
Date: Friday, April 29, 2022 8:15:36 PM

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

Greetings,

It is an inconvenience that the Gorham/Johnson corridor buses will no longer stop on the Capitol Square. It will add 3-4 blocks of walking to my commute each way. While that does not sound like much, it is an indignity to endure even worse bus service than I have now.

I have lived without a car for many years so I use the bus a great deal.

Best Regards,
Barbara Smith
456 N. Few St.
Madison WI 53703

From: [Carol Phelps](#)
To: [Metro Redesign](#)
Subject: Thoughts on the transit maps and proposed bus route redesign
Date: Friday, April 29, 2022 9:25:44 PM

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At first glance, I'd say the new route plan is a lot better than the old one. It looks more rational and straightforward. But without more information, it's still hard to tell if we'd like or use the new system.

I'm a pretty bright person, and I love maps. But I am at a loss reading your metro redesign maps, and trying to determine if the bus would be useful for our family. Your maps (though beautiful, and wonderfully color coded) don't give the information I need to know.

The map I'd like would mark all the major places a person might want to go - the shopping malls, the capitol square, the university & college, the airport, the zoo, the botanical gardens, major sports venues, major cultural venues, libraries, senior centers, etc. - so you could easily tell if you could get to those places using the new proposed bus route.

It would also mark all the points where one could enter the bus system from outside of its scope of operation, and indicate where one could park a car so one could switch to the bus. Without that, the bus will be useless to our family. We (and of course our neighbors and most of our friends) live in the Town of Middleton or in Cross Plains. One of our daughters lives in Waunakee. Our other daughter lives in Prairie du Sac. Over the years we've all commuted into Madison to attend the university or to work. I understand that the Republican-controlled state government keeps anyone from forming a regional transit system which could take care of the entire area around Madison and actually meet the needs of Wisconsin citizens (we really ought to be out protesting about that), but given that, your bus system needs to allow for the fact that many people will need to take cars as far as the outskirts of the Madison bus system, before they can access it. And they will need someplace to park those cars. (Shopping centers strongly frown on anyone using their lots as park and ride areas.)

I'd also like to see some indication of how the different buses and routes will mesh with each other. Say our family wants to go to the airport. No bus at all goes within 4 or 5 miles of our house, and that's rather far to walk, particularly with baggage, so we talk a friend into dropping us off along Century Ave., so we can get the bus. From your proposed maps, it looks like we could take F all the way to Capitol Square, then we'd switch to A, and from there switch to D2. How long would that take? 30 minutes? 1 1/2 hours? If it were the former, we might take the bus; if it's the latter, we're going to drive a car every time.

I'd like a computer program where I could click on the start & end point of my journey, and it could tell me what buses to take and how long it would take me to get from A to B, counting the bus frequency and wait times at the places I'd have to change buses. (Well, perhaps Google Maps will provide that, if you give them the information they'll need to determine that.)

If you'd like more public input on the bus route redesign, here are some thoughts from our family:

Generally we're very much in favor of a long, fast, frequent route which gets to and through downtown using the BRT and electric buses. We're in favor of the "feeder" idea so people from the outskirts can get into the main stretch. I also like the idea of some "local loops" so you can get to important things in your own community without having to go downtown at

all.

Having traveled extensively, and lived in places which have much better (and more popular and commonly used) public transportation systems than the U.S., we favor something practical which is actually going to get people out of their cars. The coolest system in the world is going to be a flop if substantial numbers of people don't use it. (And why would they, if a car is easier and faster, and the bus is complicated or difficult to use? Either gas needs to cost \$10 a gallon, or the bus has to be better and nicer and easier than driving.)

We like the idea of streamlining everything and demystifying the system so that a normal rational person can hop on a predictable bus without worrying whether it will make some strange joggle because it's a Tuesday. (In our opinion, a bus route should be as predictable and straightforward as a train or trolley line.) You shouldn't need copious charts and timetables to simply hop on a bus and get from here to there. Even a 12 year old ought to be able to handle taking a bus somewhere. A rider should be able to walk up to a major bus stop and know another bus will be by in 10 or 15 minutes... and there should be an electronic sign (or phone app or both) telling you exactly how many minutes till the next arrival.

I know it's a hard sell for Americans to get them to walk an extra block or two, even if all our doctors are saying that a bit more walking is an absolute necessity if we want to keep or improve our health. The argument goes that it would be a hardship for senior citizens or people with disabilities (which it would). But somehow everyone manages in every country in the world except the U.S. - even the very elderly and those on crutches. (In fact in most cities in most countries, you even have to climb up and down copious flights of stairs carrying bags or shopping or strollers and infants with you!) To get a transportation system which is relatively fast and cost effective, it simply won't be possible to have buses meander all over and stop at every single block and take an hour to get anywhere. So we'd better lace up our tennis shoes, or get used to using e-bikes, pedal bikes, tricycles, pedicabs, shared smart cars, scooters, Segways, or *something* else for that last half mile home, if we really can't walk it.

Lastly, I do have to ask about the naming - is there any rationale for calling the routes A, B, C, D, D1, D2, E, F, G, H, P, X, Y, 55, 75, 80, 84, etc.? Imagine you were someone from out-of-town arriving in Madison for the first time. Would your naming system make intuitive sense to that person? If not, shouldn't it? A complete route redesign is our chance to "get that right", so it's obvious to everyone where routes are and how things fit together. For example, why are H and X wandering around through D1 and E? What is the significance of having a D1 and a D2, and why are there both on opposite sides of the capitol? How is anyone going to know which D2 you mean?

Hope those thoughts are helpful. Thank you for putting so much time and effort into this redesign, and into trying to improve the Madison bus system!

One of the key pieces to improving air quality, and stopping planet-wrecking climate chaos, is getting better public transportation systems in American urban areas.

Sincerely,
Carol Phelps

From: [Dave Davis](#)
To: [Metro Redesign](#); [Schaefer, William](#); [Mymetrobus](#)
Subject: Request for Metro Transit data and report from 2015 Onboard Survey
Date: Saturday, April 30, 2022 8:11:52 PM

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

Greater Madison MPO & City of Madison Metro Transit,

I am requesting that you provide me with digital versions of the data and report, listed below, from your 2015 Metro Transit Onboard Survey. The items that I'm requesting were mentioned in an on-line summary about the survey, dated November 2015, that was created by MATPB staff. I trust they are still available. If you need any additional information regarding my request or if I need to direct this request to someone else, please contact me at your earliest convenience.

ABOUT YOUR RIDE collects journey travel patterns, including:

- » **Origin** – where the person started their trip
- » **Boarding** – where the person boarded the current route
- » **Route sequence** – list of transfers and routes used on the journey
- » **Alighting** – where the person left the current route
- » **Destination** – where the person will end their trip
- » **Access method** – whether the person walked, drove, or biked to and from the bus stops

A full report provided by the consultant, Cambridge Systematics, is also available.

In preparation for a May 16th South Madison community meeting to discuss optional transit routes for South Madison, I am hoping to be able to use Metro Transit's on-line "Plan Your Trip" application to analyze some of the "About Your Ride" transit trips taken by South Madison residents. If the data can be provided in Microsoft Excel or Access format, that would be best. In not, please let my know what formats are available.

Thanks in advance.

Sincerely,

Dave Davis

210 Koster St
Madison, WI 53713
davis_da@charter.net
608 257-3305

From: [Greg Stilson](#)
To: [Metro Redesign](#)
Subject: Redesign explanation for blind riders
Date: Saturday, April 30, 2022 9:07:41 PM

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

Hello

My wife and I are both blind and very much appreciate the text descriptions you have offered to accompany the maps. I am wondering if you could clarify the plans a bit more for our situation? We currently depend heavily on the 70, 71 and 72 buses along with the 8. We are located near Capital and University and generally take the bus down town to campus area.

If I am understanding the plans correctly, this stop would shift to the F route which will run all day every 30 minutes. Is that correct? Aside from the F route, can we get to the University BRT from our location at Capital and University? Having a bus that runs every 15 minutes would be incredible.

We also are looking for options to get out to Middleton area, and I was wondering if the route F would get out significantly into Middleton area? This is a current weakness we struggle with the existing implementation.

Lastly we were at the last town hall meeting and there were discussions of another BRT that was going to be specifically a something that would go out to Middleton. Is that still in the works and being located at Capital and University, is that something we could utilize as well?

Thank you for any and all explanations. We are daily users of the bus and are hoping to have more frequent access after this redesign is completed. Please let us know if we have anything incorrect or if there will be additional options planned that could affect our location that we could take advantage of.

Thank you again.

Greg and Leslie Stilson

From: [Kim Owens](#)
To: [Metro Redesign](#)
Subject: Lack of a service amendment to serve Londonderry and Dryden intersection
Date: Monday, May 2, 2022 6:54:25 AM

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

Why is there no service amendment that would provide service to the intersection of Dryden and Londonderry on the city's northside? This is in front of the Dryden Terrace Apts. which houses disabled and elderly only. The current Draft Plan which requires this population to access service only by going to Northport Drive after navigating a dangerous, steep incline.

Kim Owens

From: [Susan Kiernan](#)
To: [Metro Redesign](#)
Subject: Concerns with Bus Route Redesign Plan
Date: Monday, May 2, 2022 5:47:20 PM

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

Team,

I am very concerned with how the proposed redesign would adversely impact certain riders and neighborhoods - specifically, folks on the South Side who rely on Routes 13 and 4.

To cut services in the neighborhoods that rely on Routes 13 and 4 would create a life-changing burden for many low-income riders, including senior and disabled riders. Of particular note: it would cut off access to key social services such as the Catholic Multicultural Center and St. Vinny's Food Pantry.

Please be creative and push for fully funding for these key routes. It is unjust for our city to expect those with the least resources to bear the greatest burden in this redesign.

Sincerely,

Susan Kiernan

From: [John Perkins](#)
To: [Evers, Tag](#)
Cc: [Metro Redesign](#)
Subject: Network redesign amendment status
Date: Tuesday, May 3, 2022 9:36:29 AM

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

There has been talk at a recent public hearing and at a recent neighborhood association meeting about various route "O" network redesign amendments being proposed with different routes to serve south-side neighborhoods better (Bay Creek, Bram's Addition, Burr Oaks) as well as provide better transit access to Vilas Zoo.

One concept brought up was routing buses on S Randall Ave (or perhaps in a loop including S Randall Ave, Drake St and S Mills St). None of the amendment 4 options on the transit redesign website show this option.

Is Randall Ave still being considered for buses? And if so, when will route options be made available for review?

(I inquired to the Metro redesign email address about this last week; I have not received a reply since.)

John Perkins
1322 Chandler St

From: [Jerry Kirchner](#)
To: [Metro Redesign](#)
Subject: Input to Redesign
Date: Thursday, May 5, 2022 9:30:27 PM

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Good Evening,

In regards to the request for comment to the proposed New Transit Plan, I would like to offer these thoughts.

1. The whole Draft Plan removes options of ridership and places the onus on the rider to get to a location to pick up a bus.

The example from the website shows New Route D and E replacing Existing Routes 6, 7, 11, 18. The written example states the buses would run at a higher frequency but the graphics on the map shows that those buses look to run every hour not every 30 minutes.

With the four buses at an evening hour (9PM) I had three options to catch a bus (6, 2, 67) (520 South Hill) each bus arriving within 5 minutes of each other. If I miss one I have an OPTION. Proposed has me waiting another potential hour (30 minutes) for another bus. Plus I just walked about 3/10s of a mile to get to a stop.

Another example 535 Science Dr. currently has Route 6 running past the address. The Proposed New Route has an individual walking 4/10ths of a mile to catch Route E on Whitney Way. Even that distance (in this case up a small hill heading due West) during inclement weather will NOT make the rider happy should the bus not arrive. Rider will be more than wet and uncomfortable.

2. There is no mention, and therefore I have to conclude no weighted consideration, of the impediments that buses will meet in the city of Madison. The idea sounds reasonable but I am not presented with any "what ifs" when it pertains to current route impediments such as, weather, accidents, street repair, diversions of routes, etc. With the existing route plan, more bus routes again provides the rider several routing approaches to their day.

3. The map legends, the routes drawn in color seem to present to separate details. The Route E example the legend just so happens to list Rt. E as 30 mins. but the color code in the map detail shows a lighter blue color detailed as 60 mins.

I believe that the impetus of the plan to assist those who need this service the most is the BEST approach for such a project. I can fully understand the variables such as those that motivate the team to focus the efforts in solving those needs.

I am not against anything that improves for the good of the many, but feel that tempering the proposed successes might be helpful for people such as I who already walk to a stop, in all kinds of weather, welcoming the options I currently have with Metro Bus as it is now.

I look forward to the new service, but I have some reservations as to the proposed success presented.

Thank you,

Jerry Kirchner
A loyal Metro Rider for over 20 years.

Good Luck to your Team and implementation.

From: [rondaconner](#)
To: [Metro Redesign](#)
Subject: Route O
Date: Saturday, May 7, 2022 11:47:43 AM

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Hello,

I would like voice my preference for amendment 4D since it provides much needed access to Fish Hatchery road.

Thanks for your time,
Ronda Conner
Burr oaks neighborhood

Sent from my Verizon, Samsung Galaxy smartphone

From: [Alyssa Vosberg](#)
To: [Metro Redesign](#)
Subject: Amendment 3, route D1
Date: Sunday, May 8, 2022 9:50:05 AM

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

Hi,

I live near the Milwaukee St. and Schenk St. intersection so would like to take route D1. I noticed that Amendment 3A and 3B make the D1 route longer and it goes out of the way at times. I would strongly prefer 3C if you are going to change route D1. With the east transfer point closing, my area already has less bus access so I wish D1 would be a straighter route- either staying in its current format or going to 3C.

Thanks,
Alyssa

From: [Gregory Evenson](#)
To: [Metro Redesign](#)
Subject: Deer Valley Rd Bus route redesign
Date: Sunday, May 8, 2022 1:53:57 PM

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

Dear Bus people

I am writing to protest the upcoming redesign of the bus route that will exclude Deer Valley Rd.

We live at 217 Deer Valley Rd. My wife does not drive and has to use a cane to walk. The proposed

redesign will make it near impossible for her to go anywhere by bus.

Considering the density of multi-family apartment building I find it hard to believe she is the only one

who will be "stranded" if you change the bus routes.

PLEASE reconsider

Sincerely,

Gregory Evenson

evensongregory@gmail.com

Keep the Faith.

From: [Alison N. Lindsay Mares](#)
To: [Metro Redesign](#)
Subject: New bus system
Date: Sunday, May 8, 2022 2:12:00 PM

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

How in the world can you call yourselves a city bus service when you eliminate service to a huge number of people living on the north side. This is outrageous.

Sent from [Mail](#) for Windows

From: [Foster, Grant](#)
To: [Metro Redesign](#)
Cc: [Stuehrenberg, Justin](#)
Subject: Fw: [D15] Metro redesign amendment 3
Date: Sunday, May 8, 2022 6:34:51 PM

FYI

Grant Foster
District 15 Alder
Madison Common Council
608-285-2519

Subscribe for my weekly updates at: www.cityofmadison.com/council/district15/blog/

From: avosberg89@gmail.com <avosberg89@gmail.com>
Sent: Sunday, May 8, 2022 9:58
To: Foster, Grant
Subject: [D15] Metro redesign amendment 3

Recipient: District 15, Grant Foster

Name: Alyssa Vosberg
Address: 3649 Richard Street, Madison, WI 53714
Phone: 608-220-3743
Email: avosberg89@gmail.com

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

Message:

Hi, I noticed that amendment 3A and 3B make route D1 loop out of its way and take longer. I strongly prefer that D1 stays as it is or they go with 3C so that people who live near Milwaukee St. can get around easier. Thanks

From: [anja wanner](#)
To: [Metro Redesign](#)
Subject: amendment 7
Date: Monday, May 9, 2022 7:19:15 AM

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

Hello,

I learned about the proposed change to move service on route D2 from Odana (east of Midvale) to Nakoma Road. As a resident of Nakoma who for many years has been using the 3/7 line and occasionally the old 19 line, I am not happy with this proposed change. It has been very dangerous to cross Nakoma to get to the other side of the street when the old line 19 was still in operation. There are just not enough safe ways for pedestrians to cross Nakoma road, especially in the morning on the route towards campus/downtown. The stops on Odana do not require anyone to cross a busy street in the morning with commuter traffic and are therefore safer for Nakoma residents. I oppose the proposed amendment.

Sincerely,

Anja Wanner,
Nakoma resident

From: [Jason Deal](#)
To: [Metro Redesign](#)
Subject: Amendment 7
Date: Monday, May 9, 2022 9:30:44 AM

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Hello!

I am writing in support of the amendment to move bus route 7 from Midvale to Nakoma. As a resident of Nakoma, I would use this proposed route significantly more, and believe the total number of residents using the 7 would increase. Thanks!

Sincerely,
Jason Deal

Sent from my iPhone

From: [Miguel Garcia-Gosalvez](#)
To: [Metro Redesign](#)
Subject: Support for Route D2 amendment (use Nakoma Rd. Vs. Midvale Blvd).
Date: Monday, May 9, 2022 1:14:12 PM

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

Hi,

I strongly support the option of using Nakoma Rd vs. Midvale Rd for Route D2. I support this option because there are already other routes that go using Odana Rd. (Less than 15 minutes from the west side of Midvale Blvd. while when Route 19 was discontinued all of us that we live near Seminole Hwy/Nakoma Rd. lost the only public transportation route available having to walk for over 20 minutes either to Midvale Blvd. or to the intersection of Odana Rd. with Monroe St. to catch the closest bus route.

With this proposed amended ent the people living west side of Midvale Blvd. can walk to Odana Rd while those east of Midvale can walk south to Odana Rd or east to Nakoma Rd.

Thank you very much for your consideration.

Miguel Garcia-Gosalvez
Madison, WI

From: [Aaron Rock-Singer](#)
To: [Metro Redesign](#)
Subject: Amendment 7 - Midvale to Nakoma
Date: Monday, May 9, 2022 3:00:24 PM

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

Hi, I wanted to register my strong support for this amendment. I know of so many folks (including myself) who depended on this route before the pandemic and, for environmental reasons, wish to use public transit.

Aaron

--

Assistant Professor, History
University of Wisconsin-Madison

From: [Jim Stauffer](#)
To: [Metro Redesign](#)
Subject: Survey feedback
Date: Thursday, May 12, 2022 5:44:43 PM

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

I ride the route 13 bus. You say that the redesign will keep stops within an 1/8 of a mile for most people. However there are plenty of us that ride the 13 that will have almost a mile to walk to park street to get a bus, many of us are older but not disabled. Winter will be intolerable.

Jim Stauffer

From: [Elena Golden](#)
To: [Metro Redesign](#)
Subject: FW: Madison Metro Redesign Requested for 4829 Anniversary Lane Madison
Date: Friday, May 13, 2022 4:22:59 PM

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Good afternoon.

I'm Elena Golden, Director of Mission Impact and Residential Services for Goodwill of South Central Wisconsin, writing to obtain more information about the proposed Madison Metro bus routes that could potentially affect our tenants living at 4829 Anniversary Lane Madison.

Goodwill SCWI owns three group homes and six apartment buildings in Madison for people with physical and mental health disabilities. We help our residents gain independence to live on their own, to thrive and be part of the community.

Because of their disabilities – seen and unseen, our residents are a vulnerable population. They are reliant on accessible bus service to travel to the grocery store, medical appointments, the pharmacy, restaurants and other essential locations.

We want to prepare our residents by educating them on how the new bus routes could affect their use of public transportation.

Would you be able to provide details about the proposed bus routes for the tenants living at 4829 Anniversary Lane Madison, please?

Thank you for your time and consideration,

Elena Golden, LCSW
Pronouns: she/her/hers
Director of Mission Impact and Residential Services
Goodwill of South Central Wisconsin, Inc.
1302 Mendota Street, Madison, WI 53714
Phone: (608) 852-8341
E-mail: egolden@goodwillscwi.org



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From: [Elena Golden](#)
To: [Metro Redesign](#)
Subject: FW: Madison Metro Redesign Requested for 301 N. Third Street Madison
Date: Friday, May 13, 2022 4:23:33 PM

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

Good afternoon.

I'm Elena Golden, Director of Mission Impact and Residential Services for Goodwill of South Central Wisconsin, writing to obtain more information about the proposed Madison Metro bus routes that could potentially affect our tenants living at 301 N. Third Street Madison.

Goodwill SCWI owns three group homes and six apartment buildings in Madison for people with physical and mental health disabilities. We help our residents gain independence to live on their own, to thrive and be part of the community.

Because of their disabilities – seen and unseen, our residents are a vulnerable population. They are reliant on accessible bus service to travel to the grocery store, medical appointments, the pharmacy, restaurants and other essential locations.

We want to prepare our residents by educating them on how the new bus routes could affect their use of public transportation.

Would you be able to provide details about the proposed bus routes for the tenants living at 301 N. Third Street Madison, please?

Thank you for your time and consideration,

Elena Golden, LCSW
Pronouns: she/her/hers
Director of Mission Impact and Residential Services
Goodwill of South Central Wisconsin, Inc.
1302 Mendota Street, Madison, WI 53714
Phone: (608) 852-8341
E-mail: egolden@goodwillscwi.org



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From: [Elena Golden](#)
To: [Metro Redesign](#)
Subject: FW: Madison Metro Redesign Requested for 73 Sunfish Court Madison
Date: Friday, May 13, 2022 4:24:05 PM

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Good afternoon.

I'm Elena Golden, Director of Mission Impact and Residential Services for Goodwill of South Central Wisconsin, writing to obtain more information about the proposed Madison Metro bus routes that could potentially affect our tenants living at 73 Sunfish Court Madison.

Goodwill SCWI owns three group homes and six apartment buildings in Madison for people with physical and mental health disabilities. We help our residents gain independence to live on their own, to thrive and be part of the community.

Because of their disabilities – seen and unseen, our residents are a vulnerable population. They are reliant on accessible bus service to travel to the grocery store, medical appointments, the pharmacy, restaurants and other essential locations.

We want to prepare our residents by educating them on how the new bus routes could affect their use of public transportation.

Would you be able to provide details about the proposed bus routes for the tenants living at 73 Sunfish Court Madison, please?

Thank you for your time and consideration,

Elena Golden, LCSW
Pronouns: she/her/hers
Director of Mission Impact and Residential Services
Goodwill of South Central Wisconsin, Inc.
1302 Mendota Street, Madison, WI 53714
Phone: (608) 852-8341
E-mail: egolden@goodwillscwi.org



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From: [Elena Golden](#)
To: [Metro Redesign](#)
Subject: FW: Madison Metro Redesign Requested for 1602 Northport Drive Madison
Date: Friday, May 13, 2022 4:24:55 PM

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

Good afternoon.

I'm Elena Golden, Director of Mission Impact and Residential Services for Goodwill of South Central Wisconsin, writing to obtain more information about the proposed Madison Metro bus routes that could potentially affect group home residents living at 1602 Northport Drive Madison.

Goodwill SCWI owns three group homes and six apartment buildings in Madison for people with physical and mental health disabilities. We help our residents gain independence to live on their own, to thrive and be part of the community.

Because of their disabilities – seen and unseen, our residents are a vulnerable population. They are reliant on accessible bus service to travel to the grocery store, medical appointments, the pharmacy, restaurants and other essential locations.

We want to prepare our residents by educating them on how the new bus routes could affect their use of public transportation.

Would you be able to provide details about the proposed bus routes affecting our residents living at 1602 Northport Drive Madison, please?

Thank you for your time and consideration,

Elena Golden, LCSW
Pronouns: she/her/hers
Director of Mission Impact and Residential Services
Goodwill of South Central Wisconsin, Inc.
1302 Mendota Street, Madison, WI 53714
Phone: (608) 852-8341
E-mail: egolden@goodwillscwi.org



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From: [Elena Golden](#)
To: [Metro Redesign](#)
Subject: FW: Madison Metro Redesign Requested for 6418 Offshore Drive Madison
Date: Friday, May 13, 2022 4:25:33 PM

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

Good afternoon.

I'm Elena Golden, Director of Mission Impact and Residential Services for Goodwill of South Central Wisconsin, writing to obtain more information about the proposed Madison Metro bus routes that could potentially affect group home residents living at 6418 Offshore Drive Madison.

Goodwill SCWI owns three group homes and six apartment buildings in Madison for people with physical and mental health disabilities. We help our residents gain independence to live on their own, to thrive and be part of the community.

Because of their disabilities – seen and unseen, our residents are a vulnerable population. They are reliant on accessible bus service to travel to the grocery store, medical appointments, the pharmacy, restaurants and other essential locations.

We want to prepare our residents by educating them on how the new bus routes could affect their use of public transportation.

Would you be able to provide details about the proposed bus routes affecting our residents living at 6418 Offshore Drive Madison, please?

Thank you for your time and consideration,

Elena Golden, LCSW
Pronouns: she/her/hers
Director of Mission Impact and Residential Services
Goodwill of South Central Wisconsin, Inc.
1302 Mendota Street, Madison, WI 53714
Phone: (608) 852-8341
E-mail: egolden@goodwillscwi.org



Independence through
the power of work!



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From: [Joan D.](#)
To: [Lynch, Thomas](#)
Cc: [Evers, Tag](#); [Rusch, Mick](#)
Subject: Re: Metro Rider Updates
Date: Friday, May 13, 2022 5:02:17 PM

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For example, I cannot tell where the bus on West Washington turns off West Washington. Prior to the redesign, I could get the #5 bus at Brittingham Park and W. Washington going downtown, and get off at W. Washington and Proudfit southbound. I was also able to get the #5 bus at Brittingham Apartments to go to the UW Health Clinic at 1102 S. Park. It appears that the replacement route, route "O," I believe, will turn onto Regent Street at West Washington, which would prevent me from being able to access **any** of the above locations.

Joan Downs
Cell: 608-669-5510

On Fri, May 13, 2022, 4:39 PM Joan D. <joandowns911@gmail.com> wrote:

Thank you, Tom. You have been absolutely stellar in helping me. Please pass on that this survey is not accessible to the very folks from whom, the elderly and/or disabled, Madison Metro sought feedback

I have looked at the new maps. Unfortunately, because few of the streets, even the major thoroughfares, are named in these route maps, I cannot determine where these routes will go and if they will meet my needs.

Best,

Joan

On Fri, May 13, 2022, 4:23 PM Lynch, Thomas <TLynch@cityofmadison.com> wrote:

Joan,

I'm sorry that you experienced problems with the survey. I have copied Mick Rusch who may be able to look into it.

As an aside – the metro network redesign amendments were posted online today for viewing. These amendments are a direct response to the feedback we have been receiving – and hopefully will make the planned network better.

You can see the list at this location:

Here is the direct link to the amendments:

<https://www.cityofmadison.com/metro/documents/network-redesign/draftplan/amendmentprocess/list-TransitNetworkRedesignAmendments.pdf>

Complete information on what we plan to present, including survey results, is available here:

<https://www.cityofmadison.com/metro/routes-schedules/transit-network-redesign/amendment-process>

Tom

From: Joan D. <joandowns911@gmail.com>

Sent: Friday, May 13, 2022 2:19 PM

To: Metro Transit <noreply@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>; Evers, Tag <district13@cityofmadison.com>

Subject: Re: Metro Rider Updates

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

This survey of riders with disabilities is **not accessible** to such riders as it **automatically** submits the survey to you without allowing us to finish the "specific feedback" section. No character limit is noted for this section.

Joan Downs

Disabled rider

District 13

Cell: 608-669-5510

On Fri, May 13, 2022, 1:31 PM Metro Transit <noreply@cityofmadison.com> wrote:

[View this email in your browser](#)



A Metro Transit bus drives next to a biker and several cars on a sunny day.



Metro Rider Updates

May 13, 2022

Upcoming Detours

[Capitol Square Detour](#) - **Saturday, May 14 until 3:10p**

Due to the Farmers' Market, Routes 2, 4, 5, 6, 7 & 8 detour from the Square.

[Route 4](#) - **Begins Monday, May 16**

New Mills St. detour begins on Monday. Buses skip stops on University, Mills and Johnson.

[Routes 11, 38, 44 & 80](#) - **Begins Monday, May 16**

Buses detour from stops on Mills, Charter, Linden and eastbound Observatory.

[Route 84](#) - **Begins Monday, May 16**

Stops on Linden will not be served.

[Eastbound Route 18 via Hammersley](#) - **Begins Monday, May 16**

Buses detour from Frontage Rd. via the Beltline. Board at Seminole.

Reported Phone Issues

It appears that Verizon customers are experiencing issues trying to call Metro phone lines, including the Customer Service Center. Please try calling from a different provider if you are able.

We apologize for the inconvenience and are working with third parties to resolve. Thank you.

Transit Network Redesign

Survey

Are you a senior or person with a disability? Tell us how the redesign may affect you. Survey ends on Friday, May 27. If you would like to provide answers over the phone, please call us at 266-4466.

[Take Survey Online](#)

Final Community Meeting Thursday, May 19 - 6:00 pm Attend in Person or Stream Live

Attend Metro's final community-wide network redesign meeting and learn about proposed amendments to the current plan as well as next steps.

This meeting will be in-person at the Madison Municipal Building (125 Martin Luther King Dr., Room 215) as well as streamed live.

People watching at home can submit questions through the Mediasite platform. Questions will be answered live by staff during the question/answer session portion of the meeting.

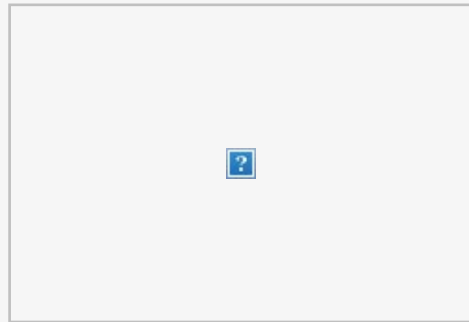
Virtual Public Hearing Scheduled Tuesday, May 31 - 6:00 pm

The Transit Network Redesign will be discussed at a public hearing in front of the City of Madison Transportation and Policy Board and Transportation Commission.

[Complete Info](#)

Now Hiring Metro Bus Drivers

Metro Transit is hiring for permanent part-time and full-time bus drivers. No experience necessary! We will train successful candidates on how to drive a bus, and prepare you for a Commercial Driver's License (CDL) test during our extensive training program.



We are looking for great people who want to make a real difference in their communities. Metro drivers are responsible for transporting thousands of passengers a day, and therefore must enjoy helping people and have excellent customer service skills.

This is your opportunity to start a career with fantastic, stable benefits for you and your family. Be a part of the team and apply today!

Deadline to apply is Monday, June 6.

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City of Madison
210 Martin Luther King Jr. Blvd.
Madison, WI 53703

City of Madison Metro Transit
1245 E. Washington Ave., Suite 201
Madison, WI 53703

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From: [Joan D.](#)
To: news@wkow.com
Cc: [Evers, Tag](#); [Lynch, Thomas](#); [Rusch, Mick](#); [ACLU of Wisconsin](#)
Subject: Unfortunately, the Madison Metro amendments
Date: Saturday, May 14, 2022 9:25:33 AM
Attachments: [Gmail - Editorial Affirms BRT Plan Must Include Needs of Disabled and Marginalized People.pdf](#)
[my quest column.pdf](#)
[Gmail - Public Transit For All of the Public, or Just Some .pdf](#)
[Gmail - What will it take for WSJ to consider the needs of the disabled .pdf](#)
[Bus.pdf](#)

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do not name many of the cross streets involved. For example, route "O" seems to turn off West Washington Ave. at Regent and then onto Park, but I cannot see if that is true on Metro's amended maps.

I currently live on the 700 block of West Washington Avenue and have been able to take the #5 bus to and from doctor appointments, etc. Under the proposed amendments and as a disabled and elderly woman who is unable to walk more than three blocks, I will be unable to access **any** of these services under the new plan.

I have written and had many letters to the editor published on this matter. These letters and/or links to these letters are below.

Finally, Madison Metro recently sent out a survey asking its elderly and disabled riders for their input regarding the proposed Metro redesign. The last item on that survey asked for specific feedback. This item did not specify any limit to the number of allowable characters. However, it twice sent my survey **before** I completed it off to Madison Metro. Therefore, its very own survey is **not** accessible to the specific populations from whom it sought input.

I telephoned Madison Metro to let them know of this. A very pleasant woman volunteered to take my answers over the telephone. I declined, pointing out that the inaccessibility of the survey was a greater issue, and I asked her to pass on to management that the survey was inaccessible to those from whom it sought input.

I also believe that the ACLU of Wisconsin may be considering whether to file action against Madison Metro and its proposed plan for its possible discrimination towards persons of color, the elderly, the disabled, etc. I am therefore sending a copy of this letter to ACLU of Wisconsin.

Please feel free to contact me if you would like anything further from me. Also, I may be willing to do an on-air interview, depending on date, time, and location.

Thank you.

Sincerely,

Joan Downs
765 West Washington Ave.
Madison, WI 53715-1486

Cell: 608-669-5510

Published freelance writer, M.S. Communication



Editorial Affirms BRT Plan Must Include Needs of Disabled and Marginalized People

1 message

Joan D. <joandowns911@gmail.com>

Thu, Nov 11, 2021 at 11:26 AM

Draft To: CN TCT Voice <tctvoice@madison.com>

I acknowledge that, prior to becoming disabled myself, I was not as cognizant of the many barriers faced by the disabled. For that, I apologize. I will do better.

A recent *Cap Times* editorial stated that the needs of disabled and marginalized people **must** be addressed in any tweaks to the proposed bus rapid transit plans. I am grateful that *The Cap Times* affirmed that the needs of the disabled and marginalized must be included in these plans.

This affirmation is in direct contrast to the position of other local media which insists that "nearly everyone" supports removal of bus stops on State Street. That newspaper has published, and apparently ignored, letters to the editor, several from me, stating why State Street bus stops are necessary for many.

It is only by a narrow margin that the City Council decided not to review current BRT plans. I applaud the determination and understanding of Mayor Satya Rhodes-Conway, who insists that the two State Street bus stops are necessities.

Joan Downs
765 West Washington Ave.
Madison, WI 53715-1486

Cell: 608-669-5510



As a long-term and current Madison, Wisconsin, resident who has difficulty walking, I would like to respond to Betty Harris Custer's November 13, 2021, guest column, "Support BRT, but keep terminals off State Street."

Harris Custer uses many qualifying adjectives in her column, such as "virtually equally accessible," and "virtually every other person I talk to in Madison agree...that we should begin discussions to make an almost universally preferred solution." I would like to emphasize that "virtually equally accessible" is not the same as "equally accessible," and that removing buses and bus stops from State Street would mean no accessibility for many. For example, I walk with a cane and am unable to walk even short distances.

Neither Harris Custer nor anyone else in favor of the removal of State Street buses/bus stops has spoken to me nor, I imagine, to those who see the necessity of these stops. For example, others have pointed out the danger in moving buses/bus stops off State Street. Both Johnson and Gorham have increased traffic, fewer street lights, and fewer pedestrian crossings. I have already heard some of my friends speak of "close calls" with traffic on these streets.

Imagine an adult with children or someone else with or without limitations hurrying to cross either Johnson or Gorham to board a bus. It seems to me that this would be an accident just waiting to happen. I am extremely grateful that Mayor Satya Rhodes-Conway understands the potential for danger at these proposed sites and remains committed to having two State Street stops, allowing me access.

Harris Custer also wrote that she is "appalled that the State Street and Downtown stakeholders of business and building owners have been treated with little respect for their desire to keep these terminals, if not the buses themselves, off the street," and goes on to say "we should be helping them as they seek to revitalize and reinvent the street."

Like so many others including those businesses and building owners supporting removal of State Street buses/bus stops, Harris Custer does not make the connection that the very purpose of buses is to transport customers to such places. Removal of such stops would prohibit access to these places who are adamantly refusing to recognize this reality while at the same time pleading for more customers.

These businesses have chosen to remain committed to a plan which excludes many of us from access to them. In response, many of us, past, present, and potentially future, customers, have decided to no longer patronize these businesses.

Harris Custer also holds that these "business owners, who are themselves struggling and are diverse in makeup, have no desire to keep BRT riders, whoever they are, from their shops, restaurants and buildings." While Harris Custer frames this as "unfortunate that a racial overtone has been injected in these discussions," she apparently does not include people with physical or other challenges, like me, among the "BRT riders, whoever they are." Her lack of inclusion indicates that she, the business owners, the restaurants, and shops, are ignorant that they are indeed preventing some BRT riders from accessing those very entities.

Harris Custer concludes with more qualifiers. She writes, "virtually every person I talk to in Madison agree...that we should begin discussions to make an almost universally preferred solution." Again, "virtually every person" is not the same as "every person." The word "virtual" seemingly allows Harris Custer to believe, incorrectly, that everyone agrees with her and ignores those who see the matter differently.

Finally, "an almost universally preferred solution" is not the same as "an universally preferred solution." The latter would include and respond to everyone's needs, as Mayor Rhodes-Conway has done with her commitment to two State Street bus stops.



Public Transit: For All of the Public, or Just Some?

1 message

In its recent column on the possibility of upcoming changes to Madison's bus service, *The Capital Times* blithely and without analysis refers to the proposal of reducing ten stops on State Street to only two stops. Such a drastic reduction would make it exceedingly difficult for those like me who have trouble walking and for those who are unable to walk at all to get to where we need to go.

Time and time again, so-called "improvements" to bus service and to State Street are proposed by:

- 1) the city (with the ironic project name of "Move Forward;)
- 2) the bus system, which is focused on speed and not on accessibility, and;
- 3) State Street businesses, who are asking for my patronage, while, at the same time, asking for bus route changes that would severely limit my access to such businesses.

In its rush to improve the speed of bus routes, each and every one of the above entities has run over the needs of those with physical and other limitations. What accommodations, if any, were considered to respond to the needs of this population, of which I am a part?

Shouldn't we slow down a bit to ensure that the proposals for a faster, less interrupted bus system do not leave those with limitations like me stranded?



What will it take for WSJ to consider the needs of the disabled?

1 message

Joan D. <joandowns911@gmail.com>
To: wsjopine@madison.com

Tue, Nov 9, 2021 at 5:52 PM

The continued stance of the *Wisconsin State Journal* to oppose **any** bus stops on State Street confirms its utter disregard for the disabled, like me. *WSJ* insists, misleadingly, that "almost everyone" is in favor of removing State Street bus stops. Apparently, this newspaper has ignored letters on its editorial page, several from me, that specify that bus stop removal from State Street would mean **NO** access for me to anywhere on State Street.

WSJ does not hold itself accountable for its opinion. Instead, it shifts blame to Mayor Rhodes-Conway.

Mayor Rhodes-Conway has been stalwart in her determination to have two - just two! - bus stops on State Street. For this, she has been unfairly called out. These bus stops would allow me access to State Street.

Now, the Common Council may also be considering approving the BRT plan that includes the removal of State Street bus stops. Neither the *WSJ* nor the City Council has made any suggestion as to how the needs of the disabled might be met. Their failure to do so indicates a profound disregard for the disabled. We, the disabled, will continue agitate on our behalf, since "our" representatives and media do not, apparently, consider us important enough to do so.

Joan Downs
765 W. Washington Ave.
Madison, WI 53715-1486

Cell: 608-669-5510

<https://spotonwisconsin.com/south-central-wisconsin/1509634/promenade-ignores-mobility-issues-joan.html>

https://captimes.com/opinion/mailbag/joan-downs-bus-plan-leaves-those-with-disabilities-in-the-dust/article_a1f76296-7b96-54a8-bc0b-bec3eaa7c4a8.html

[Opinion | Removing buses from State Street would mean no accessibility for many | Guest Columns | captimes.com](#)

Name: [redacted]
Address: [redacted]
City: [redacted]

City: [redacted]

Phone: [redacted]
Email: [redacted]

Project Name: [redacted]
Project No: [redacted]

Dear [redacted],

I am writing to you regarding the proposed [redacted] project. The project is located at [redacted] and [redacted]. The project is a [redacted] project. The project is a [redacted] project. The project is a [redacted] project.

Thank you.

Sincerely,

[redacted]

If you have any questions, please contact me at [redacted].

Best regards,
[redacted]

Project Name: [redacted]
Project No: [redacted]

Dear [redacted],

I am writing to you regarding the proposed [redacted] project. The project is located at [redacted] and [redacted]. The project is a [redacted] project. The project is a [redacted] project. The project is a [redacted] project.

Thank you.

Sincerely,

[redacted]

If you have any questions, please contact me at [redacted].

Best regards,
[redacted]



From: [Kim Owens](#)
To: [Metro Redesign](#)
Subject: Amendment 9
Date: Monday, May 16, 2022 6:29:16 AM

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

You created amendment 9 after receiving feedback from concerned North side residents. If implemented this amendment will only make things worse. This is largely due to to metros plan to have it run only every 60 to 75 minutes. It also cuts off direct access to downtown. I extremely object to this amendment.

Thank you,

Kim Owens
1902 Londonderry Dr, Madison, WI 53704

-Kim

From: [Stammer, Jessy](#)
To: [Metro Redesign](#)
Subject: FW: Route change proposals, May 31 session
Date: Monday, May 16, 2022 11:22:40 AM

Feedback from mymetrobus:

-----Original Message-----

From: BJ Haman <bjhaman@me.com>
Sent: Sunday, May 15, 2022 9:48 AM
To: Mymetrobus <MEMyMetroBus@cityofmadison.com>
Subject: Route change proposals, May 31 session

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

Dear Sirs,

This concerns the public meeting about proposed Metro route changes scheduled for May 31. Amendment 10 shows route E no longer taking University Bay Drive around the hospitals. If this amendment is accepted I believe there should be an additional amendment changing the route from Ridge St onto Franklin Ave. if busses no longer need the additional three blocks to cut across three lanes on traffic traveling east to get over to University Bay Dr they also no longer need to use Ridge St. Franklin St is constructed better to accommodate bus traffic. Ridge St has safety concerns with pedestrian and bike travel with increased traffic from busses. Thanks

Sincerely, Robert Haman

From: [Stammer, Jessy](#)
To: [Metro Redesign](#)
Subject: FW: Bus service to Airport
Date: Monday, May 16, 2022 11:28:05 AM

Feedback from mymetrobus

-----Original Message-----

From: don.jones1318@gmail.com <don.jones1318@gmail.com>
Sent: Saturday, May 14, 2022 11:32 AM
To: Mymetrobus <MEMyMetroBus@cityofmadison.com>
Subject: Bus service to Airport

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

Service should be provided at 20-minute intervals with first bus arriving 2 hours before the first scheduled departure of the day and the last bus departing 90 minutes after the last scheduled arrival.

From: [Stammer, Jessy](#)
To: [Metro Redesign](#)
Subject: A series of comments
Date: Monday, May 16, 2022 12:44:37 PM

The following eight comments were submitted in the last week through the metro online feedback form, or by calling into our call center line:

1. Customer is upset about the redesign's impacts on the North side. "It is completely ridiculous." He is upset about how much more difficult grocery shopping will be after the new system is installed. Grocery shopping is quick and easy with the 21/22 and 17 buses. No name or number given.
2. This concerns the public meeting about proposed Metro route changes scheduled for May 31. Amendment 10 shows route E no longer taking University Bay Drive around the hospitals. If this amendment is accepted I believe there should be an additional amendment changing the route from Ridge St onto Franklin Ave. if busses no longer need the additional three blocks to cut across three lanes on traffic traveling east to get over to University Bay Dr they also no longer need to use Ridge St. Franklin St is constructed much better to accommodate bus traffic. Thanks. Robert Haman, bjhaman@gmail.com
3. I want to be sure that the South Madison community remains connected via public transit. Decreasing Route 44 (in both directions) would detrimentally effect this largely marginalized community's access to jobs (UW campus, Hospitals) and their homes. Since employers charge \$1,000 annually to park on campus, the community relies on public transit. While Madison works to dismantle systemic racism, Madison Metro must do their part. Thank you for keeping route 44 as-is. Tanya Kroll, tan.kroll@yahoo.com
4. It appears that with the new redesign route 49 through Fitchburg to the south transfer point is going away? That's really unfortunate as I take that bus to work. Andrew Brunner, brunnerand@gmail.com
5. Caller is upset and would like to speak to someone about the neighborhood South of the beltline and Rimrock Rd. He wants to know why the service is being removed from that are. He would also like to know if the new redesign project will affect the school routes in the area as well. Mick Mullee, 608-239-8137 (Looks like Tim starting investigating this on 5/5. Not sure if Mr. Mullee was called back or not)
6. I bus commute from High Point Commons apartments to my work at the University using Bus Route 67 that becomes Bus Route 6. The redesign would mean that I would have to walk much further in the elements (snow, rain, sleet, hail, high winds) and unless there was a bus shelter erected, wait in the same elements. I oppose the redesign that severely reduces the number of bus stops in my neighborhood. I have some mobility issues as well as sensory processing issues that would be aggravated by making the bus routes less accessible to me. I have to bus commute because it is exorbitant to purchase a parking pass to commute to

campus. Georgia Selking, g.r.dahlquist@gmail.com

7. Hello - I am concerned about the current draft plan and it's impact on low income neighborhoods. Specifically, South Madison routes 4 and 13 will be eliminated under the originally proposed draft plan. These routes currently offer service to several low-income neighborhoods, senior apartments, and key social services and community centers on the South Side, including the Catholic Multicultural Center (CMC).

Many of the CMC guests depend on the bus, not because it is more convenient for them, but because it is the only option they have. Of those who use the bus, many guests are concerned about how the new draft plan will affect them and their fellow bus users. People who rely on bus service for meeting their daily living needs will experience the absence of bus coverage throughout South Madison as a life-changing burden. For example, immediate neighbors would lose bus service on their street and need to walk uphill several blocks and then walk an extra block to get around the Beld St buildings and to the bus stop on Park Street. Another example of the hardships this plan would cause is that the northern part of Fish Hatchery would lose all-day service, cutting off Dane County's largest food pantry, St. Vincent de Paul, from reliable bus service. Amy Ehlert, amyehlert711@gmail.com

8. According to the first two surveys, the public clearly wants the "coverage" goal. It was the Transportation Policy Board who changed the goal to "Ridership.". It is very clear that reducing our bus service from 65 routes to 16 routes would be a 75% decrease in service. Some stops will be too far for people to walk to - too far for Seniors - decreasing service from Route 6 to Route X peak only service means high school students wanting to participate in athletics from West High to Memorial H.S. won't be able to, people in wheelchairs will not be able to get to a stop especially in the winter - high school students with late arrival will not have bus service and will have to walk 1,2,3 miles to get to school - middle school and high schoolers will take 2 hours to get home because if having to go downtown to transfer - people now that take the 14 or 15 straight into campus with no transfer will have to transfer on the redesign system which is a deal breaker for most and will choose to drive instead - the heavy articulated buses tear up the roads - the BRT is too expensive - we already have had to make a 5% . budget cut and had to close a library - the least expensive is \$20M per mile and with a dedicated bus lanes can be as high as \$40M.to \$80M per mile - the FTA did a study in 2003 that BRT should only be implemented in markets with over 750,000 people - we only have a population of 255,000 - we need to restore service, not cut service - service in outlying areas downgraded from every half hour to peak only. There is a dedicated bus lanes on University already on the far right. To change this to a center lane would cause too much congestion and emit too many greenhouse gases. Suzie Resch, suzieresch2024@gmail.com

From: [Alexandra Bentzen](#)
To: [Metro Redesign](#)
Subject: Feedback on Amendment 7
Date: Monday, May 16, 2022 3:52:53 PM

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

To whom it may concern,

I am writing to voice my objection to Amendment 7 to the draft plan. As someone who relies on the bus to get to and from work, I was excited that route D would run to my home every 15 minutes, as proposed under the draft plan. The increased frequency of the D route also made up for the longer walk to get to work resulting from the route no longer going to the Capitol Square. Amendment 7 would modify route D to only run to my home every 30 minutes, which is not an improvement from my current route, and is in fact the opposite when also considering the longer walk to access the Capitol Square.

Thank you for considering my feedback,

Alexandra Bentzen

From: [Kim Owens](#)
To: [Metro Redesign](#)
Cc: [Rusch, Mick](#); [Cechvala, Michael](#)
Subject: Route 9 amendment
Date: Tuesday, May 17, 2022 7:00:57 AM

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

I want to propose that Amendment 9 service remain on the northside of Madison. It was intended and discussed to be a possible local route to maintain effective local service to this Madison neighborhood. There is no reason for this route to be designed to include an area located so far away from the northside. Doing so does not add any value to the northside neighborhood because Doing as proposed makes it run at a very long frequency of one hour or more. I propose that amendment 9 be easily Redesigned incorporating the Wheeler amendment while at the same time keeping this amendment stay on the northside and easily lend itself to an effective route running every 30 minutes. What justification could there possibly be for the initial proposal of Amendment 9?

-Kim

From: [Susan M. McMillan](#)
To: [Metro Redesign](#)
Subject: Support Redesign Amendments 11A and 30A
Date: Tuesday, May 17, 2022 8:47:59 AM

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

Hi,

I'm writing to log support for the bus redesign project Amendments 11A and 30A. I live in Fitchburg, so the affected routes are my most likely for commuting to campus.

Thanks!

Susan McMillan
Policy and Planning Analyst
[Academic Information Management](#)
College of Letters and Science
327 Bradley Memorial Bldg.
(952) 567-9415
smcmillan2@wisc.edu

From: [Peter James](#)
To: [Metro Redesign](#)
Cc: [Martin, Arvina](#)
Subject: Amendment 7 to the draft metro plan
Date: Tuesday, May 17, 2022 9:37:39 AM

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

Good morning,

I'm writing to express my objection to amendment 7 to the draft Madison metro redesign. I was excited to see that proposed route D would make it easier for me to take the bus to and from work by running every 15 minutes. The increased bus frequency would balance the longer walk I would have to get from the bus stop to my office on the capitol square compared to the status quo. Under amendment 7, my understanding is that the bus would run less frequently by my house and that, combined with the additional walk time to the square, would increase my overall commute time.

I appreciate your efforts to redesign the bus system and I'm looking forward to taking advantage of the anticipated system efficiencies. Thank you for considering my feedback.

Peter James

From: [Mymetrobus](#)
To: [Metro Redesign](#)
Subject: FW: University Hospital
Date: Tuesday, May 17, 2022 11:21:26 AM

From: Keegan Reilly <keegar1@gmail.com>
Sent: Monday, May 16, 2022 11:34 PM
To: Mymetrobus <MEMyMetroBus@cityofmadison.com>
Subject: University Hospital

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

Why is almost all service to UW Hospital from the West being removed in the Metro redesign? Do people at Metro think that nobody who works there lives in Middleton and western suburbs? This is a drastic drop from current service to these areas. Stops at the intersection of Farley and University are not sufficient for this service. Not to mention people who are ill and are going to the hospital for appointments. Asking sick patients to walk half a mile up and down a hill to get to their final destination is asinine.

Extremely disappointed.

From: [Sarah Perdue](#)
To: [Metro Redesign](#)
Subject: Redesign comment
Date: Tuesday, May 17, 2022 11:53:01 AM

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

Dear Metro Redesign Team,

I cannot believe what this process has turned into. Your stated goal was to lean toward the ridership alternative, but instead of keeping that goal you caved to nearly every single individual wish for a bus stop at a person's front door — sometimes a 60 min frequency bus stop, the very thing the redesign was trying to get away from. Rather than build it and let people see how more reliable, frequent service with a moderate walk would benefit transit overall, now we have a coverage-heavy network, with each change adding money to the cost and taking away from the ridership alternative.

Your lack of having all routes converge with BRT early and/or often — the way it is done in other cities — means that anyone not near BRT will be stuck on a long, slow, "local" route that will actually take them much longer. I realize people complained that they want zero-transfer service door-to-door, but rather than show them how the BRT connection would actually improve their time to their location, even with a transfer, you instead removed several BRT overlaps and caved to the one-slow-local-bus demands. You could have communicated the benefits better.

I don't see how this new network is an improvement over the old network. It's different. It's not an improvement. And we're stuck with it for decades. I strongly urge you to revisit the ridership alternative, communicate how your initial map was truly a benefit to more people even if they have to walk a little further, restore full BRT service, and have more routes intersect with BRT before (heading toward downtown, so east and west, or north and south, depending on which way the bus is headed) and at downtown.

The sad thing is that none of this affects me but i still care deeply — all the maps are an improvement for where I live! but as someone who has saaaaaattttt on the bus for far too long in traffic during rush hour sometimes, I know where this is headed: people who can afford to will ditch the bus for their cars; the very people who will benefit the most from improved public transit will end up on longer local routes hitting more stop lights after stopping at every single stop. It will only make the discrepancies worse in this city.

Please, don't take the populist approach here. People are only upset because they haven't been clearly shown the improvement the ridership alternative offers them. They need to see timetables and direct comparisons. Give them that! Show them how door-to-door will actually be faster AND not require a carefully-timed trip. Don't give in to individual changes to try to make things better only for the people who complain.

-Sarah

From: [Stammer, Jessy](#)
To: [Metro Redesign](#)
Subject: Add'l Feedback
Date: Tuesday, May 17, 2022 1:12:22 PM

Received from website feedback or call center:

1. Removal of the routes that continue to run on Sherman Ave after the split at Fordem is a very problematic proposed change to the current bus routes. The route is adjacent to a number of high density housing developments and provides the only easy access to the metro system in the area. This includes many elderly and disabled riders, who may not be able to travel to more distant stops. How are more frequent route times useful when it makes the buses difficult or impossible to access? *No Contact info*
2. Has a demographic survey been done before making changes to the transit routes? It seems pertinent to do so before making major changes that would potentially take access to public transportation away from (or make access more difficult for) people in low income areas, people with small children, the elderly, and people with disabilities. The current plan appears to be classist and abelist, as it takes neighborhood routes away from the South Side neighborhoods.

I have lived on the South Side for ten years, and I have seen the routes slowly become less and less accessible, moving further away from where people with mobility issues can easily catch a bus. The South Transfer point is at the bottom of a large hill (another mobility issue for people with disabilities, children, or even just a large load of groceries), and on the corner of a very busy intersection (dangerous for children and elderly/people with mobility/hearing/vision issues). In winter, it's almost impossible to traverse the mile or more it might be for some people to get from their home to a stop or to the transfer point.

Furthermore, for people living in lower income areas, public transportation is the ONLY means of transportation for many people -- myself included. While I am fortunate enough to have few mobility issues, it is not always feasible to walk or bike (extreme weather conditions--heat, cold, rain, hail, etc) and taking away routes -- especially those that go through the neighborhoods on the South Side (not just down Park Street or Fish Hatchery) -- and cutting down their frequency makes getting to other parts of town nearly impossible.

I urge you to do a demographic survey of the city to make sure that you continue to serve the populations that need public transportation the most, and not simply the areas where there are the most people. Students inflate the numbers, but they are not always in town, and they do not all need public transportation in the same way the working class people of Madison do. Lyddia Doll, lyddiacorrine@gmail.com

3. The TPPB meeting tonight left me more confused than ever. Maybe someone here can address one or both of my questions:
 1. Staff recommended certain amendments. Are they recommending that only one of them

be adopted or are they recommending that all of the ones they recommend be adopted?

A. If the answer is "all of them," doesn't it make more sense to just provide various options to the plan, only one option being the cost-neutral one (that in reality is a big cut to our regular service in order to finance the operation of the BRT)? Other options could include a 10% funding increment, a 20% funding increment and so forth. (What does that do to the original "alternatives" survey?)

b. If the answer is "only one of them," doesn't that pit different neighborhoods against each other in an unnecessary and destructive way? Shouldn't there be an option to fund more than one of them, perhaps looking at the city's whole transportation budget and prioritizing how it is being spent. Looking more holistically could help expose the Ponzi scheme nature of our spending so much on roads (that Charles Marohn of Strong Towns explains so well).

2. Is the public meetings requirement met when the virtual meetings present amendments that were not available for the public to prepare for beforehand? And now the TPPB sees amendments supposedly designed based on feedback from those public meetings?

This is all truly confusing to me. "You get what you pay for" is an old adage as applicable here as anywhere else. Yes, the old system needed improvement, but is this really an improvement? *Susan D., no contact information*

From: [Joan D.](#)
To: [Rusch, Mick](#)
Cc: [Lynch, Thomas](#); [Evers, Tag](#); [ACLU of Wisconsin](#); [news@wkwow.com](#)
Subject: Once again, no response from ANY of the above!
Date: Wednesday, May 18, 2022 9:35:59 AM

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

On Sat, May 14, 2022, 11:03 AM Joan D. <joandowns911@gmail.com> wrote:

as I have learned in my 45 years of experience in customer service, research and writing including an advanced degree and numerous publications, it is **absolutely essential** to have someone outside the organization test the product before going live. Not to do so leads to a lack of both trust and credibility in the results. You said that you had added some information to the survey and also that you could not change it once it went live. Which of these is correct?

One of the essential parts of earning my Master of Science degree in Communication from University of Wisconsin-Whitewater in 2010 was learning how to measure the results of public surveys and perhaps even design one of our own. It was not an easy task. It was, however, doable, and we had the advantage of being able to test our survey designs on our fellow students.

Also, I completely understand the ability to contact Madison Metro directly by telephone or email, both of which I have done many times. However, that seems to negate the very purpose of the written survey. Please explain.

Please see my additional comments, emailed this morning to you and others, about the multiple failures of Madison Metro, its amendments to the redesign, etc.

I think that I have aptly provided all of my additional suggestions in this email and see no reason for a telephone call.

Sincerely,

Joan Downs

On Sat, May 14, 2022, 10:02 AM Rusch, Mick <MRusch@cityofmadison.com> wrote:

Hi Joan, I took a look at the survey. I apologize, while putting that survey together, we used a text box in the design, which I did not realize had a character limit. I adjusted the text box to the maximum character limit possible. Since the survey is live, and we've received a number of responses, I can't really remove it. Therefore, I've added a similar "request for comment question" using a "comment box" after it which shouldn't have a character limit. I also emphasized the line at the beginning of the survey that describes how you can submit additional feedback by sending us an email or attending our public hearing.

I apologize for the inconvenience on the survey set up. It was not our intention to limit responses. I'll make sure to promote these survey additions on Monday.

If you'd like to discuss any of this over the phone on Monday or have any additional suggestions, please give me a call at (608) 266-6532.

Sincerely,

Mick Rusch

Metro



Mick Rusch

Marketing & Customer Service Manager

P: (608) 266.6532

metro transit
1245 E. Washington Ave. Ste. 201

Madison, WI 53703

mymetrobus.com

From: Joan D. <joandowns911@gmail.com>

Sent: Friday, May 13, 2022 4:40 PM

To: Lynch, Thomas <TLynch@cityofmadison.com>

Cc: Evers, Tag <district13@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>

Subject: Re: Metro Rider Updates

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

Thank you, Tom. You have been absolutely stellar in helping me. Please pass on that this survey is not accessible to the very folks from whom, the elderly and/or disabled, Madison Metro sought feedback

I have looked at the new maps. Unfortunately, because few of the streets, even the major thoroughfares, are named in these route maps, I cannot determine where these routes will go and if they will meet my needs.

Best,

Joan

On Fri, May 13, 2022, 4:23 PM Lynch, Thomas <TLynch@cityofmadison.com> wrote:

Joan,

I'm sorry that you experienced problems with the survey. I have copied Mick Rusch who may be able to look into it.

As an aside – the metro network redesign amendments were posted online today for viewing. These amendments are a direct response to the feedback we have been receiving – and hopefully will make the planned network better.

You can see the list at this location:

Here is the direct link to the amendments:

<https://www.cityofmadison.com/metro/documents/network-redesign/draftplan/amendmentprocess/list-TransitNetworkRedesignAmendments.pdf>

Complete information on what we plan to present, including survey results, is available here:

<https://www.cityofmadison.com/metro/routes-schedules/transit-network-redesign/amendment-process>

Tom

From: Joan D. <joandowns911@gmail.com>

Sent: Friday, May 13, 2022 2:19 PM

To: Metro Transit <noreply@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>; Evers,

Tag <district13@cityofmadison.com>

Subject: Re: Metro Rider Updates

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

This survey of riders with disabilities is **not accessible** to such riders as it **automatically** submits the survey to you without allowing us to finish the "specific feedback" section. No character limit is noted for this section.

Joan Downs

Disabled rider

District 13

Cell: 608-669-5510

On Fri, May 13, 2022, 1:31 PM Metro Transit <noreply@cityofmadison.com> wrote:

[View this email in your browser](#)

Image removed by sender.





Metro Rider Updates

May 13, 2022

Upcoming Detours

| [Capitol Square Detour](#) - **Saturday, May 14 until 3:10p**

Due to the Farmers' Market, Routes 2, 4, 5, 6, 7 & 8 detour from the Square.

| [Route 4](#) - **Begins Monday, May 16**

New Mills St. detour begins on Monday. Buses skip stops on University, Mills and Johnson.

| [Routes 11, 38, 44 & 80](#) - **Begins Monday, May 16**

Buses detour from stops on Mills, Charter, Linden and eastbound Observatory.

 [Route 84](#) - **Begins Monday, May 16**

Stops on Linden will not be served.

[Eastbound Route 18 via Hammersley](#) - **Begins Monday, May 16**

Buses detour from Frontage Rd. via the Beltline. Board at Seminole.

Reported Phone Issues

It appears that Verizon customers are experiencing issues trying to call Metro phone lines, including the Customer Service Center. Please try calling from a different provider if you are able.

We apologize for the inconvenience and are working with third parties to resolve. Thank you.

Transit Network Redesign

Survey

Are you a senior or person with a disability? Tell us how the redesign may affect you. Survey ends on Friday, May 27. If you would like to provide answers over the phone, please call us at 266-4466.

[Take Survey Online](#)

Final Community Meeting
Thursday, May 19 - 6:00 pm
Attend in Person or Stream Live

Attend Metro's final community-wide network redesign meeting and learn about proposed amendments to the current plan as well as next steps.

This meeting will be in-person at the Madison Municipal Building (125 Martin Luther King Dr., Room 215) as well as streamed live.

People watching at home can submit questions through the Mediasite platform. Questions will be answered live by staff during the question/answer session portion of the meeting.

Virtual Public Hearing Scheduled
Tuesday, May 31 - 6:00 pm

The Transit Network Redesign will be discussed at a public hearing in front of the City of Madison Transportation and Policy Board and Transportation Commission.

[Complete Info](#)

Now Hiring Metro Bus Drivers

Metro Transit is hiring for permanent part-time and full-time bus drivers. No experience necessary! We will train successful candidates on how to drive a bus, and prepare you for a

Image removed by sender.

Commercial Driver's License (CDL) test during our extensive training program.

We are looking for great people who want to make a real difference in their communities.

Metro drivers are responsible for transporting thousands of passengers a day, and therefore must enjoy helping people and have excellent customer service skills.

This is your opportunity to start a career with fantastic, stable benefits for you and your family. Be a part of the team and apply today!

Deadline to apply is Monday, June 6.

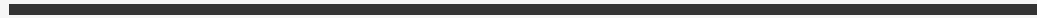
[Learn More](#)



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City of Madison
210 Martin Luther King Jr. Blvd.
Madison, WI 53703

City of Madison Metro Transit
1245 E. Washington Ave., Suite 201
Madison, WI 53703



[Unsubscribe from all email lists](#)

From: [Stammer, Jessy](#)
To: [Metro Redesign](#)
Subject: Feedback
Date: Wednesday, May 18, 2022 9:36:42 AM

Via Metro online form. (I've let her know that we received her comments).

I am not certain if you received my prior email so I am writing another. I am a 66 year old woman and I suffer from scoliosis, arthritis and numerous other annoyances that occur as one gets older. When I need transportation I rely on the #16 bus to get my destination. To take away bus service from me would be disastrous. There is not a way I could walk to the proposed bus stop. I live in a low income area where many other families with children reside who use bus service as well. I would ask you how my neighborhood is supposed to have access to the bus line. Many of my neighbors do not own vehicles and cannot travel any other way. I would question your reasoning in this matter. I do not know what your answer is. We could all move but then where would we go? RECONSIDER!!!

Cheryl Evenson
cheryl.eichsteadt@gmail.com
217 Deer Valley Rd.

From: [Jim Winkle](#)
To: [Metro Redesign](#)
Cc: [Evers, Tag](#); [Allen Arntsen](#)
Subject: A compromise for a south-side route
Date: Wednesday, May 18, 2022 5:03:20 PM
Attachments: [Screen Shot 2022-05-18 at 4.38.12 PM.png](#)

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

Hi Mike, Sean, and other Metro planners,

Thanks again for presenting at the meeting last night.

Here's one final route suggestion from me that's kind of a compromise/combination of your route 4D, Dave's 4E, and the second route suggestion I submitted. According to Google, it can be driven in 22 minutes, the same as your 4D. I got the feeling that timing is important and 4E cuts it too close, so I wanted to come up with a route that's shorter than 4E.

* Pros: Like 4D, it covers Romnes, the Zoo, Fish Hatchery. In addition, it covers Quaker Housing (72 units), the Boys and Girls Club, Penn Park, and Bram's Addition.

* Cons: It misses the pool by two blocks, but I'm assuming the population that goes to the pool can walk that far. Like 4D, it misses Capitol View. And it misses John Nolen Drive, but in my (admittedly limited) experience, people currently rarely use the bus on that part of route 13.

* Modification: if it were to stay on Beld instead of taking Fisher, it would save a little time.

<https://goo.gl/maps/6bjox9h63RAbfWTH6>

Thanks for taking a look! I attached a graphic, too.

-- jim

- Home
- Directions
- Public Transit
- Walking
- Bicycling
- Driving

400-498 S Randall Ave, Madison, WI 53715

1402 Drake St, Madison, WI 53711

Add destination

Leave now

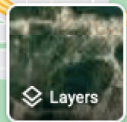
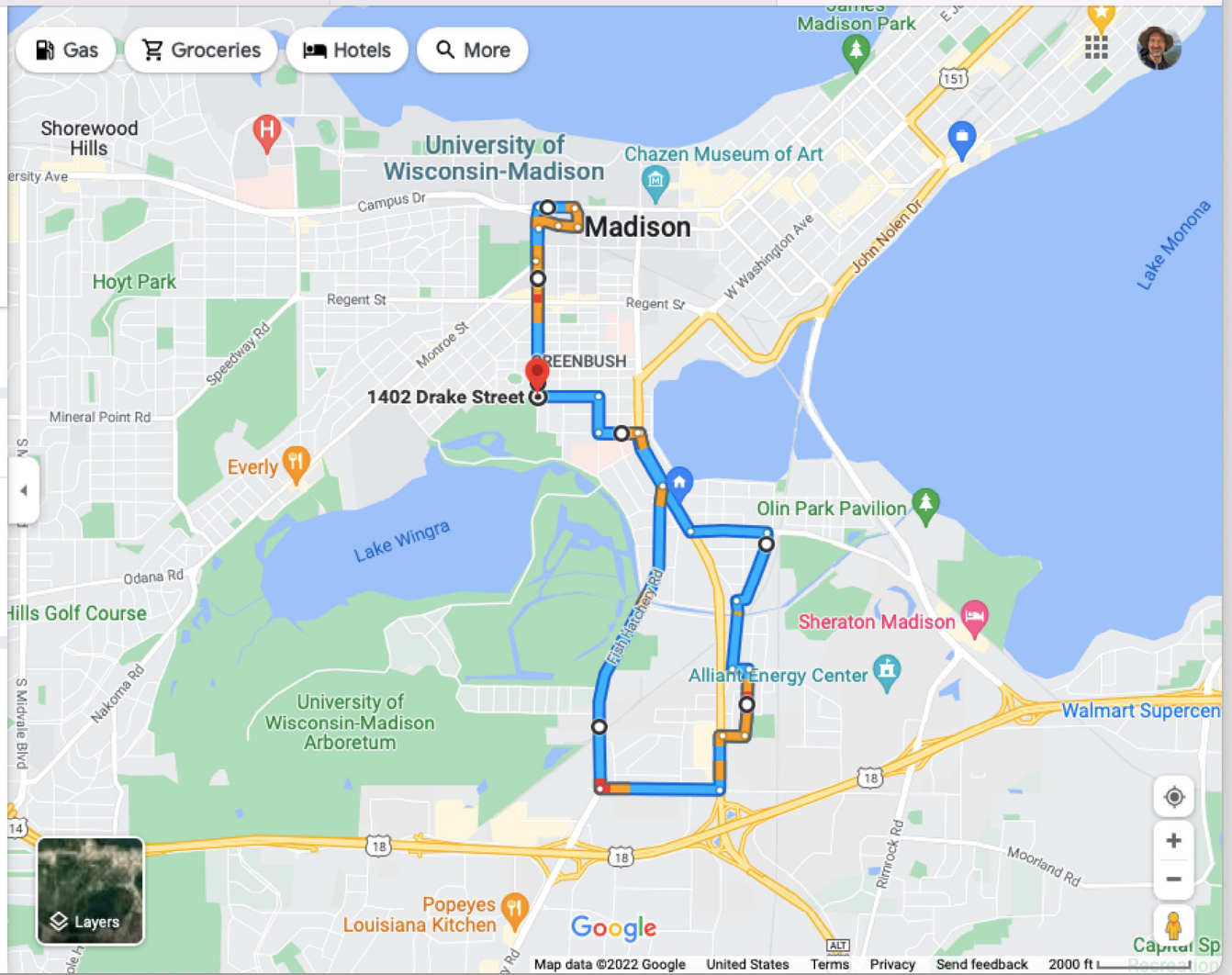
Send directions to your phone

via Fish Hatchery Rd **28 min**
22 min without traffic 7.2 miles

Explore 1402 Drake St

- Restaurants
- Hotels
- Gas stations
- Parking Lots
- More

- Gas
- Groceries
- Hotels
- More



From: [Kim Owens](#)
To: [Metro Redesign](#)
Subject: Amendment 9
Date: Thursday, May 19, 2022 3:12:34 PM

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

Why is Amendment 9 designed as it is to run from the northside of town to the Dutch Mill Park and Ride? And then touted as a solution to the concerns expressed by residents on the Northside. Ours and other neighborhoods are seeking means to address problems with local transit in local neighborhoods. Amendment 9 was not planned to address the local bus service within our neighborhood. It does not benefit the northside residents in any way, shape or form. Is there still a chance for a local amendment that is designed to assist the northside residents with our concerns?

Thanks, Kim Owens

From: [Laura Green](#)
To: [Metro Redesign](#)
Cc: [Maurice, Steve](#)
Subject: CMC Endorsement of Amendment 4E
Date: Thursday, May 19, 2022 3:46:31 PM
Attachments: [CMC Route O Endorsement Letter signed.pdf](#)

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

Good afternoon,

Please see the attached endorsement letter from the Catholic Multicultural Center for Amendment 4E to maintain bus service to Bram's Addition. We were disappointed to hear at the SMPC meeting this Monday that City staff would not consider this route as a viable option. We feel that this route is a reasonable compromise to provide bus service to key neighborhoods and sites that have a high density of low-income, elderly, and disabled individuals that depend on the bus. We truly hope a route will be approved that serves all the neighborhoods and key service sites that need it, including the many residents that live in the neighborhoods behind the Catholic Multicultural Center.

thank you for your consideration,

Laura Green (she/her)

Grants & Communications Coordinator

608.441.1180 | 1862 Beld St, Madison



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Dear City of Madison Officials:

Thank you for your efforts to design a stronger Madison Metro transit system. The Catholic Multicultural Center (CMC) has been closely following the development of the Madison Metro Redesign process. Many of the guests we serve at the CMC depend on the bus, not because it is more convenient for them, but because it is the only option they have. These guests include immigrants without access to a driver's license, homeless individuals, and low-income people who cannot afford to drive.

Of those who use the bus, many of our guests are concerned about how the new draft plan will affect them and their fellow bus users. People who rely on bus service for meeting their daily living needs will experience the absence of bus coverage throughout South Madison as a life-changing burden. Under the currently proposed plan, our neighbors in Bram's Addition, Capital View, and Bay Creek will lose bus service one or two blocks away from their doorstep and instead will need to walk to Park Street to catch the bus. For our immediate neighbors at CMC, this walk requires going uphill several blocks and then walking an extra block to get around the Beld St buildings and to the stop on Park Street.

CMC is pleased to see the consideration of adding in a Route O to fill in some of the coverage our guests and neighbors would lose under the current draft plan. We would like to see a Route O that provides transportation access to key sites where there are elderly and low-income people depending on the bus, namely: Bram's Addition neighborhood, Romnes apartments, Capital View neighborhood, and St. Vincent de Paul food pantry. We have also heard from community members that bus access to Vilas Zoo and Park would be beneficial. None of the proposed amendments achieve all of this. However, Amendment 4E proposed and endorsed by the South Madison Planning Council would add in much-needed service to several key South Madison areas that would be disproportionately burdened if they were to lose easy access to bus service. CMC fully endorses the proposed route O laid out in Amendment 4E.


We strongly urge all involved parties – the City of Madison, Madison Metro, Urban Assets, and City Council – to use their resources to make Amendment 4E a reality, obtaining additional resources as necessary. Instead of settling for a plan that improves some service to a few privileged areas while leaving large geographic areas behind, what if we worked right now to achieve a transit system that provided access, equity, and frequency? On behalf of the CMC and the people we serve, we thank you for your consideration on this important matter.

Regards,

A handwritten signature in black ink that reads "Steve Maurice".

Steve Maurice
Associate Director
608.441.3248

Phone: 608-661-3512  Fax: 608-661-0363

www.cmcmadison.org  1862 Beld Street, Madison, WI 53713

From: [Halverson, Gary](#)
To: [Rusch, Mick](#); [Fields, Debbie](#); [Kapusta-Pofahl, Karen](#)
Cc: [Cechvala, Michael](#)
Subject: Re: Metro meeting tonight
Date: Thursday, May 19, 2022 3:51:12 PM

I have some civil rights concerns regarding this plan and since I am unable to ask questions tonight at the final public meeting, I am letting you know that I intend to bring my concerns to the May 31st public hearing at TBBP.

Debbie, can you please add this email to the record 71227.

Thank you,

Gary Halverson
District 17 Alder
Email: district17@cityofmadison.com
Phone: (608) 563-8483
<https://www.cityofmadison.com/council/district17/blog/>

From: Rusch, Mick
Sent: Thursday, May 19, 2022 12:41 PM
To: Fields, Debbie; Kapusta-Pofahl, Karen; Halverson, Gary
Cc: Cechvala, Michael
Subject: RE: Metro meeting tonight

Hi everyone, tonight is actually not a Zoom meeting. The meeting is being streamed live, and we will be taking questions submitted via text, email and media site.

The streaming link is here:

<https://media.cityofmadison.com/Mediasite/Play/bb4d0c36be07474890ca393f1de03fd21d>

To comment through the media site, you need to click the speech bubble at the bottom of the screen.

<https://www.cityofmadison.com/metro/routes-schedules/transit-network-redesign/ask-questions-during-community-meeting>

Otherwise, people can also text and email questions to:

- (608) 640-0451
- mymetrobus@cityofmadison.com

Mick

From: Fields, Debbie <DFields@cityofmadison.com>
Sent: Thursday, May 19, 2022 12:10 PM

To: Kapusta-Pofahl, Karen <KKapusta-Pofahl@cityofmadison.com>; Halverson, Gary <district17@cityofmadison.com>

Cc: Rusch, Mick <MRusch@cityofmadison.com>; Cechvala, Michael <MCechvala@cityofmadison.com>

Subject: RE: Metro meeting tonight

Hi all,

I'm cc'ing Mick and Mike from Metro to see if they can get a panelist invite for Ald. Halverson.

Thanks!

Debbie Fields
Program Assistant 2
Common Council Office
608-266-4297

From: Kapusta-Pofahl, Karen <KKapusta-Pofahl@cityofmadison.com>

Sent: Thursday, May 19, 2022 12:03 PM

To: Halverson, Gary <district17@cityofmadison.com>

Cc: Fields, Debbie <DFields@cityofmadison.com>

Subject: RE: Metro meeting tonight

I am CCing in Debbie to help you out.

From: Halverson, Gary <district17@cityofmadison.com>

Sent: Thursday, May 19, 2022 11:21 AM

To: Kapusta-Pofahl, Karen <KKapusta-Pofahl@cityofmadison.com>

Subject: Metro meeting tonight

Hey Karen

I am unable to attend the Metro Redesign meeting in person tonight can you help ensure that I am a panelist for this meeting?

Thank you,

Gary Halverson
District 17 Alder
Email: district17@cityofmadison.com
Phone: (608) 563-8483
<https://www.cityofmadison.com/council/district17/blog/>

From: [Beth Harper](#)
To: [Metro Redesign](#)
Cc: [Vidaver, Regina](#)
Subject: Changes to Regent Street service
Date: Thursday, May 19, 2022 4:47:20 PM

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

I am sorry for not weighing in on the draft transit plan before. And I will admit, my concerns are very specific.

I live along the proposed E route, at 2105 Rowley Ave. With the pandemic, I saw one of the routes in my neighborhood disappear entirely (the 19). I saw frequency of the 6 decrease.

I am sorry to see the Regent Street frequency go from every 30 minutes to every 60 minutes in the evenings and on weekends. I have ridden the 6 when I work late nights on the UW-Madison campus, and on weekends, all through the pandemic. I admit that after 8 p.m. on weeknights, I've seen the ridership pretty low, but that hasn't been the case on weekend days.

Of course, ridership might drop now that the E bus won't go on Johnson/University Ave in the heart of campus. I guess the way I'll get to my downtown job, errands, and arts is by catching the proposed B route? If so, I hope that one of the stops along the eastbound E route is closer to Park Street, to make transferring easier. Or I could take the D route, which doesn't serve State Street or the Square.

I've worked on lower State Street for over 20 years, and I've taken the bus all that time (mainly the #6 bus). The main times I see it close to empty are after 10 p.m. weekdays, and Sunday mornings. It's rarely standing room only (except during preschool/school field trips), but it's usually at least moderately full.

It may seem like University Ave and Johnson St are close to State Street--as the crow flies, they are pretty close. But there's psychological distance too--having to walk a few extra blocks can mean the difference between some of those State Street businesses thriving and declining (lower State Street businesses seem to be closing as it is).

I'd like to know if the plan took into account commute-to-work data and vehicles available data from the American Community Survey. I realize that the plan may be aiming to change that data (ie, make it possible for more people to use public transit to go to work).

How much room is there to change the plan once it's implemented? If ridership goes down, will service be cut, or routes changed? Which is more likely with this plan?

Thank you for your time and consideration.

Sincerely,
Elizabeth Harper, 2105 Rowley Ave, Madison, WI 53726

From: [Josh W. Jenkins](#)
To: [Metro Redesign](#)
Subject: Fwd: Metro redesign in Southdale
Date: Thursday, May 19, 2022 6:11:37 PM

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

Begin forwarded message:

From: "Josh W. Jenkins" <maizbus@hotmail.com>
Date: May 19, 2022 at 4:59:03 PM CDT
To: mymetrobus@cityofmadison.com
Subject: Metro redesign in Southdale

Hello,

I'm writing because many of us in the Southdale area are worried that essential bus service here is being lost in the Redesign as it is written and currently amended. The process so far has been inaccessible and poorly noticed here and we're at risk of losing one of the few intact community services left in our isolated neighborhood.

I understand there's urgency now to keep advancing approvals in this process, but engagement in Southdale has been almost nonexistent. The first public meeting in the area was noticed on May 9, and held 2 days later on May 11. This was a Fitchburg meeting that Metro representatives were at. With only 2 days' notice, there was predictably sparse attendance. But still, the feedback to Fitchburg and Metro staff was unanimous from tenants to apartment complex owners.

**WE NEED BUS SERVICE THROUGH THE HEART OF SOUTHDALE TO CONTINUE.
WE SUPPORT AMENDMENT 16B**

- Amendment 16A is likely a civil rights violation. ACLU is already pushing to investigate or sue over this issue.
- Amendment 16A will cut service from 11 stops to a single stop: outside of the neighborhood in a desolate crossroads in an undeveloped technology park.

- Amendment 16A is a disability rights issue as well. Mobility device users are to be expected to navigate up to 10 blocks across windy fields to access a stop.
- Amendment 16A is unsafe for families. Young people should not be expected to access a bus route in a vacant lot blocks from community support. Parents and caregivers with strollers and children in hand deserve to keep access to bus stops no more than 3 blocks away.

I am afraid that Metro and Fitchburg planning staff are downplaying the real-life barriers to access that Amendment 16A presents. There are no ridership data that would show how much harder it is for a single parent with kids and groceries will face under service with Amendment 16A. Maps are presented and designed in a vacuum. But the real life reality here is that close to 2000 people live here. Over 50% of the kids and youth are under the poverty line. This neighborhood is a Metro bus neighborhood. It is a lifeline. This is a food desert. There are no local laundromats. There are no restaurants or grocery stores. The bus is a lifeline to the rest of the city. Peoples' medical visits, job interviews, work schedules, daycare drop offs depend on Route 16. It is a heartless act to consider taking it from people.

We deserve better. Please approve Amendment 16B.

Additionally, Metro staff and Fitchburg staff should be aware that Southdale is in the Town of Madison until Oct 2022. The extenuating circumstances here mean that Town staff positions of all kinds are vacant. Town staff has not supported outreach, engagement or public meetings. We have had no Town reps at any meeting, nor seen reference to any discussions with them. We NEVER received notices of public comment period, public meetings or anything like this until weeks ago. Our first meeting with Metro staff was 8 days ago!!! While other neighborhoods have benefitted from time to engage and dialogue, we are being rushed through the process at the very end. This is also a civil rights violation.

I understand that City of Fitchburg will vote on these transit plans next week. This needs to be sent back to committee and revised. The TTC meeting in which the amendments were voted on was the day after our Southdale community meeting. May 11, Doxa Church community meeting. May 12 vote to approve in Transit Commission. There was no notice of the TTC in Southdale. It's looking like the accelerated timeline here is pushing Fitchburg to cut corners in public process. This is also likely a civil rights violation.

For a community that has been structurally disenfranchised for close to 30 years, the process is another example of how it happens. We've got no Town of Madison representation, and the City of Fitchburg is shortcutting public engagement and ignoring community feedback. Madison Metro has so far been unable to assess these complications and allow for more time to engage the Southdale community. Now is the time to correct course.

In conclusion:

Amendment 16A is likely a violation of public process rules and a civil rights violation.

Amendment 16B is the ONLY viable option to keep critical transport services for a dense neighborhood of working families and a majority Black and Brown community.

Be accountable to the community, even if it's difficult or expensive.

thank you,

Josh Jenkins

2609 Country Rose Ct #3
Madison, WI 53713
608-345-8695

From: [tom](#)
To: [Metro Redesign](#)
Subject: Question about proposed route E
Date: Thursday, May 19, 2022 8:19:52 PM

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

Sorry I could not make tonight's meeting. I was reviewing the changes to see what the "Speedway Rd" addition was, when it occurred to me that the proposed Route E might have an issue: The Eastbound bus will be traveling south on Highland, and then attempt to make a left turn onto Regent St. I travel through this intersection 5 times a week and since the newly imposed island there now only allows one lane, it is awkward for cars to make a left turn onto Regent (from southbound Highland)...let alone a large, long bus.

I just wanted to bring this up as a potential issue with this proposed routing.

Thanks.

tom

--

Tom Whittaker
313 Orchard Dr.
Madison, WI 53705 USA

From: [Kim Owens](#)
To: [Metro Redesign](#); [Rusch, Mick](#); [Cechvala, Michael](#)
Subject: Amendment 9
Date: Thursday, May 19, 2022 9:02:57 PM

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

Could amendments be made to amendment 9? Northside residents expressed concerns that the Dryden Terrace Apts for persons with disabilities and seniors would lose safe access to a bus, that we would lose reasonable and safe access to PicknSave, our only affordable grocery store in our neighborhood and that residents who live about a mile from Northport would be an unacceptable distance from the nearest bus.

Amendment 9 says it addresses those problems by creating Line L which runs every 60-75 minutes and the Route connects north Madison to the southeast side of madison. This makes no sense. We asked for your assistance with coordinating local service for the residents on the northside neighborhood to both Northport and PicknSave. Can you please amend the amendment 9 so that it remains a local northside route that has the frequency of every 30 minutes? A route almost identical to the route 21 could be utilized and it would turn around at PicknSave instead of the north transfer point. What do you think?
Please get back to me. I look forward to hearing from you.

Thank you,

Kim Owens

-Kim

From: [Luke Schmitt](#)
To: [Metro Redesign](#)
Subject: Fully fund route O and amendment 4E
Date: Thursday, May 19, 2022 9:33:50 PM

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

Dear Madison Metro Redesign Team:

Thank you for all the work you have put into the Madison Metro redesign. I appreciate efforts to improve public transportation and bring more frequent bus services to residents. However, I am concerned that the draft plan will leave many bus users behind.

Under the currently proposed plan, our neighbors in Bram's Addition, Capital View, and Bay Creek will lose bus service one or two blocks away from their doorstep and instead will need to walk to Park Street to catch the bus. I am happy to see the proposed addition of Route O via Amendments 4A-4D. I would like to see a Route O that provides transportation access to key sites where there are elderly and low-income people depending on the bus, namely: Bram's Addition neighborhood, Romnes apartments, Capital View neighborhood, and St. Vincent de Paul food pantry, plus the Vilas Zoo and Park. None of the proposed amendments achieve all of this. However, Amendment 4E proposed and endorsed by the South Madison Planning Council would add in much-needed service to several key South Madison areas that would be disproportionately burdened if they were to lose easy access to bus service.

I urge you to listen to South Madison constituents and accept and adopt the proposed route O laid out in Amendment 4E.

Sincerely,
Luke Schmitt
Madison resident
Schmittluke1@gmail.com

--

Luke Schmitt
schmittluke1@gmail.com
503-989-4040

From: [Judy Aubey](#)
To: [Metro Redesign](#)
Subject: One concern about BRT changes
Date: Friday, May 20, 2022 8:13:35 AM

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

I have heard that the current plan for restructure will eliminate northbound left turns onto South Whitney Way from eastbound Mineral Point Road.

I can easily predict that implementing this plan will divert eastbound traffic to make the turn instead at Rosa Rd northbound.

This will cause both conflict and chaos with substantial outbound Cuna parking lot traffic, Garner Park use, and serious safety implications at Stephens School, as well as northbound Rosa turns onto eastbound Regent.

Further defaulting from the Mineral Point to Whitney option will increase at Yellowstone, Island Dr. and Hillfarm intersections with Mineral Point, causing significant through neighborhood traffic increases.

Unprotected alternate turns without left turn light coverage will increase accidents at the above named intersections.

As a user of the current left turn, I strongly encourage you to rethink this change. If you do not, I believe neighborhood pushback will become a problem for you.

Judy Aubey
301 N Meadow Lane
53705

From: [Brian Holmes](#)
To: [Metro Redesign](#)
Subject: Proposed Bus Routes
Date: Friday, May 20, 2022 12:49:28 PM

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

Dear Madison Metro Redesign Team:

Thank you for all the work you have done on the Madison Metro redesign. I appreciate efforts to improve public transportation and bring more frequent bus services to residents. However, I am concerned the draft plan will leave many bus users behind.

Under the currently proposed plan, our neighbors in Bram's Addition, Capital View, and Bay Creek will lose bus service one or two blocks away from their doorstep and instead will need to walk to Park Street to catch the bus. I am happy to see the proposed addition of Route O via Amendments 4A-4D. I would like to see a Route O that provides transportation access to key sites where there are elderly and low-income people depending on the bus, namely: Bram's Addition neighborhood, Romnes apartments, Capital View neighborhood, and St. Vincent de Paul food pantry, plus the Vilas Zoo and Park. None of the proposed amendments achieve all of this. However, Amendment 4E proposed and endorsed by the South Madison Planning Council would add in much-needed service to several key South Madison areas that would be disproportionately burdened if they were to lose easy access to bus service.

I urge you to listen to South Madison constituents and accept and adopt the proposed route O including Amendment 4E.

Sincerely,
Brian

Brian J. Holmes
Professor Emeritus
Biological Systems Engineering Department
University of Wisconsin-Madison
460 Henry Mall
Madison WI 53706
608-238-9595 Phone
brian.holmes@wisc.edu

From: [Jennifer Huntley](#)
To: [Metro Redesign](#)
Subject: Proposed Route H on Westfield Rd
Date: Friday, May 20, 2022 5:51:53 PM

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

Greetings, Metro Redesign Committee.

I am in support of improvements to public transit in Madison overall and I understand that there are many considerations the deciding parties must review before determining where to redirect bus routes. I appreciate that this is a complex and difficult process and impacts many individuals. I also understand that several members of the Walnut Grove Homes Association have expressed concern about the proposed Route H on Westfield Rd, and I'd like to share a bit about my family's circumstances for your consideration.

We purchased our first home in Madison about a year and a half ago, on North Westfield Rd. As lifetime renters through mid-adulthood, there were several reasons my partner and I chose this particular property:

1) Having lived in major metropolitan cities prior to Madison, we both prefer to use public transportation, rather than driving. Our home is near current bus route 15 on Old Sauk Rd, which goes directly to both of our places of employment downtown on one bus. We can each get to our offices on the same bus in approximately a half hour each, without the need to transfer to a different bus. The proposed Route H would require each of us to transfer to a second bus and extend our commutes by at least an additional 30 minutes each, which neither of us is willing to do. We would likely stop using the metro service altogether and just drive.

2) The Old Sauk Rd bus stop is adjacent to, but not directly on, the street where we purchased our home on Westfield Rd. A requirement we gave our Realtor when we began our search was that our home be located near, but not directly on, a singular bus route that could get us both to the Isthmus. As renters prior to this first home purchase, we have lived directly on public transit routes for 20+ years. Had we known then that there was a possibility of buses on our street, we would have chosen a different property to achieve the less busy and quieter experience we seek at this stage in our lives. We had not anticipated that this could change.

--

Thank you in advance for adding my family's input into the already lengthy amount of feedback you have received. We do appreciate the work you are doing to improve Madison's transit system and our communities.

Kind regards,
Jennifer Huntley

From: [Kim Owens](#)
To: [Rusch, Mick](#); [Cechvala, Michael](#); [Metro Redesign](#)
Subject: Thank you for Line L
Date: Saturday, May 21, 2022 11:18:31 AM

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

I am sure you understand it has been quite an overwhelming experience to learn that there will be such marked changes to our fixed-route bus system for those who are transit dependent. I appreciate your willingness to listen and help.

The Line L does address some very important issues which includes access to Woodman's grocery store, the least expensive grocery store in the city. That location is also where riders have relied upon the east transfer point as a means to change buses to the affordable retail store, Walmart. The current draft now seems to indicate that a person can make use of where Line L meets with the route G at Woodman's to change buses in order to access Walmart. Seeing as a trip to either location would most likely be for the purpose of purchasing multiple items, will there be an appropriate shelter that takes into account a variety of weather conditions and people having to wait while carrying many items?

Thank you again for your help,

Kim Owens

From: [Jonathan Milton](#)
To: [Metro Redesign](#)
Subject: Bus Route Amendment
Date: Monday, May 23, 2022 12:27:41 PM

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

To whom it may concern:

As a member of the community directly affected by bus route changes, I support amendment 11A moving route D2 to Fitchrona, Nesbitt, and Maple Grove.

Thank you,

Jonathan Milton

Get [Outlook for iOS](#)

From: [Cechvala, Michael](#)
To: [Dungan, Allison](#); [Schippa, Jerry](#); [Melinda Dresen](#); [Metro Redesign](#)
Cc: [Myadze, Charles](#); [Chang, Bonnie](#)
Subject: Re: Comments at NRT related to transportation access and ability
Date: Wednesday, May 25, 2022 10:15:52 AM
Attachments: [image003.png](#)
[image003.png](#)

Thank you Allison. I'm forwarding this feedback to others on the redesign and Metro upper management. Just for clarity staff are not recommending amendment 2. Thanks for the opportunity to update the NRT.

Mike Cechvala

From: Dungan, Allison <ADungan@publichealthmdc.com>
Sent: Wednesday, May 25, 2022 10:03:13 AM
To: Schippa, Jerry <JSchippa@cityofmadison.com>; Melinda Dresen <melinda@tenantresourcecenter.org>
Cc: Myadze, Charles <district18@cityofmadison.com>; Cechvala, Michael <MCechvala@cityofmadison.com>; Chang, Bonnie <BChang@cityofmadison.com>
Subject: Comments at NRT related to transportation access and ability

Hey Jerry (and Mike) –

I saw you on the call this morning but I think you had to leave before Melinda brought up some important feedback about how traffic and crossing impact her travel on roads and using buses. One thing she offered is that crossing at school road is difficult because of the acoustics caused by the tunnel. That is something I never realized or noticed. I was trying to remember what the timeline is for light and pedestrian crossing – can you remind us?

I also want to note just to Jerry and Mike have it for their files or sending the information up the line – it sounded like there was a clear ask to consider ability and see if there are ways to avoid having riders cross busy roads in the metro design. In particular I hear a concern here with Northport in amendment 2 and also with amendment 3 a concern that with the lines no longer crossing Johnson individuals would need to cross Johnson and/or East Washington which are both large and busy streets.

Melinda – feel free to add anything I missed or miss represented.

Allison

Allison Dungan (she/her)

Health Equity Coordinator | [Public Health Madison & Dane County](#)
210 Martin Luther King Jr. Blvd, Room 507, Madison, WI 53703

Healthy People. Healthy Places.



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From: [Jim Denham](#)
To: [Rusch, Mick](#)
Subject: RE: Proposed new routes in Fitchburg
Date: Wednesday, May 25, 2022 1:33:06 PM

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Mick:

Thanks for the email, I appreciate this update. To clarify though, I am not really concerned with the exact location of the stop, I'm concerned by the fact that the route will no longer utilize Mickelson Parkway. If the bus only goes down Fish Hatchery, many individuals, including myself, will be forced to cross a major road to access this route. I understand things are still up in the air. I'm just trying to express my concern before final decisions of routes are decided.

Thanks again.

Jim

From: Rusch, Mick <MRusch@cityofmadison.com>
Sent: Wednesday, May 25, 2022 1:13 PM
To: Jim Denham <jdenham@wcblind.org>
Subject: RE: Proposed new routes in Fitchburg

Hi Jim, service itself has not been finalized. We're holding an official public hearing next Tuesday, May 31 in front of the Transportation Planning and Policy Board. That group will then deliberate on the plan itself, possible amendments, and hopefully approve a final plan at their next meeting on Monday, June 6. Then on Tuesday, June 7 the City Common Council will then deliberate/consider for approval this final plan.

That being said, we won't be getting into the bus stop level changes until this process plays out. In addition, Fitchburg has voiced some concerns with our proposals, so we are still trying to work that out with them.

So, unfortunately, that's all I have to share as an update at the moment. There is a lot that is still up in the air. Once that all goes through, I can make sure this concern again gets passed along again as we move into the bus stop planning phase.

Mick

From: Jim Denham <jdenham@wcblind.org>
Sent: Tuesday, May 24, 2022 9:40 AM
To: Rusch, Mick <MRusch@cityofmadison.com>
Subject: RE: Proposed new routes in Fitchburg

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

Mick:

I'm hearing that the plans for the redesign are almost final. I'm just wondering if you have heard any updates on the request to examine moving the current stop at Mickelson in Fitchburg. I have contacted a Fitchburg city official, but have not yet received a response. Just wondering if you have any updates on this.

Thanks.

Jim

From: Rusch, Mick <MRusch@cityofmadison.com>

Sent: Thursday, March 31, 2022 9:55 AM

To: Jim Denham <jdenham@wcbblind.org>

Subject: RE: Proposed new routes in Fitchburg

Thanks, Jim. No problem.

I'll make sure this gets to Fitchburg transportation and the design team for review/consideration.

Mick

From: Jim Denham <jdenham@wcbblind.org>

Sent: Wednesday, March 30, 2022 4:21 PM

To: Rusch, Mick <MRusch@cityofmadison.com>

Subject: Proposed new routes in Fitchburg

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

Mick:

Thanks again for speaking at our NFB of Dane County meeting last week. I appreciated the information you were able to share about the proposed new Metro routes. I wanted to provide you with some specific feedback regarding the stop I currently use here in Fitchburg. I live on Prairie Edge Way. I use a stop which is located near the intersection of Prairie Edge Way and Mickelson. I think the transit maps call this Mickelson and Walkway as it is near the entrance of McKee Farms Park. This stop allows me to catch the Rout 49 during rush hour, which is how I get to and from work. I understand that the Route 59 also serves this stop and is used by a lot of individuals who are coming to the park in the Summer.

It is my understanding that the proposed new route would eliminate this stop and require me to travel quite a distance to reach the closest stop. As many of the nearby intersections are not pedestrian friendly, this would make catching a fixed route bus quite difficult. Moving this stop

would also dramatically impact individuals who travel to the park for numerous concerts and other activities.

I am wondering if there is any way to amend the proposed routes to and change the elimination of this stop. I understand that Mickelson is a bit of a side street and you are looking to avoid buses traveling on these smaller streets, but with the lack of good intersection control and this particular stop being used by a fair number of park attendees, I believe making this small change would benefit all involved.

Please let me know your thoughts.

Thanks again for your willingness to speak to the group and answer specific questions around these important issues.

Jim

Jim Denham, ATACP
Access Technology Specialist

[JAWS & ZoomText Certified](#)

Wisconsin Council of the Blind & Visually Impaired

754 Williamson St.

Madison, WI 53703

Phone: (608) 237-8104

Email: jdenham@wcbblind.org

Web: <http://wcbblind.org>

Advocacy Days, April 19-21, is an opportunity to learn about the Council's legislative priorities and gain the confidence to become an effective advocate on issues that affect people in Wisconsin who are blind or visually impaired. **[Sign up today!](#)**

From: [Anne Tigan](#)
To: [Metro Redesign](#)
Subject: Feedback on Transit Redesign
Date: Wednesday, May 25, 2022 6:05:35 PM

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Please address my comment during the 5//31/22 meeting. I plan to watch.

COMMENT:

The information below is taken from the Transit Network Redesign Plan. I am a Senior living on the near east side, and where a bus stop was moved a year or so ago, creating a much longer walk to the stop on Atwood Avenue. This is a significant issue in winter, which lasts for many months in Wisconsin.

Please define your term “near” below.

Thank you,
Anne Tigan
225 Dunning St
608-244-2635

Senior Residents

Seniors in Madison are spread out throughout the city at relatively low densities; on average, they tend to live farther from the city center than other age groups. As a result, senior residents are less likely to live *near* transit service than the average Madisonian.

In the Existing Network:

- 73% of seniors live within 1/4 mile of all-day service, compared to 79% of all Madison residents.
- 3% of seniors live *near* frequent service, compared to 11% of all residents.

With the Proposed Draft Network

- The number of seniors *near any all-day service* would decrease from 73% to 62%.
- The number of seniors *near frequent all-day service* (every 15 minutes or better) would increase from 3% to 29%

From: [Kathy Shurts](mailto:Kathy_Shurts)
To: [Rusch, Mick](mailto:Rusch_Mick)
Subject: Re: Redesign
Date: Wednesday, May 25, 2022 8:10:14 PM

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

Thanks for responding with the explanation. It makes perfect sense. I will pass on to our neighborhood association. Many are very concerned.

Best,

Kathy
Kathy Shurts
608-770-2269
kashurts@gmail.com

On May 25, 2022, at 1:00 PM, Rusch, Mick <MRusch@cityofmadison.com> wrote:

Hi Kathy, we know this is an issue and are still looking into it. In talking with our planners, they explained we need to use Ridge St. to serve an important stop on University Bay Dr. and then make a left hand turn. Franklin is too short for us to do that, unfortunately.

At the moment, there aren't any plans to update the street other than bus stops added at University Ave. But, as I mentioned, we are still looking at our options in the area.

Mick Rusch
Metro

From: Kathy Shurts <kashurts@gmail.com>
Sent: Monday, May 23, 2022 8:48 PM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: Redesign

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

Hi,

I am very concerned about the bus using Ridge St. Ridge St. has no sidewalks, cars are often parked along the road making it even narrower, and the road itself is in poor condition.

Are there plans for sidewalks? Will the road be resurfaced before the change? Will more street lights be added? This seems like a very dangerous change. Is there a possibility of leaving the bus on Franklin?

Thank you for your consideration. If possible I would love a response.

Kathy
Kathy Shurts
608-770-2269
kashurts@gmail.com

From: [Van pelt, Benjamin](#)
To: [Cechvala, Michael](#); [Stuehrenberg, Justin](#); [Rusch, Mick](#)
Cc: [Aulik, Juli A](#)
Subject: RE: Madison Metro / SSM Health connecting
Date: Thursday, May 26, 2022 12:01:32 PM
Attachments: [2022.5.25_SSM.Health_MadisonMetroRedesignMemo_TPPB_FINAL.pdf](#)

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Mike, Justin, and Mick,

I have attached an approved and finalized memo from our organization regarding the Metro redesign. I will be sending this to Council and TPPB members later today or tomorrow, but wanted to get it to you folks first.

As we have discussed it is specifically focused on the Fish Hatchery corridor and service in South Madison. It is important to note that in our conditional approval for our South Madison Campus clinic project the City's Planning Department and the Common Council requested that we construct and maintain a bus pad and shelter near the clinic; which we obliged. This is called out in the memo, but if you have any additional questions about that please let me know.

There are a few other amendments we discuss, like Amendment 6A (which just personally speaking, I wanted to ask why the new Route R and, what I believe is, the existing Route H do not meet up on Mineral Point along Route A?), but those do not have drastic impacts.

Additionally, I am registered to testify at next week's hearing on behalf of SSM Health, so if there is any additional info you can provide about your amendment plans ahead of that meeting, it would be very helpful?

I will also be sharing this memo with various stakeholder partners in the area and will circle back if others have feedback.

Finally, I have had a few conversations with Epic about Route 75, but that is obviously outside the scope of this redesign project.

Thanks again,

Ben Van Pelt | Director of Government Affairs

SSM Health - Wisconsin

1808 W. Beltline Hwy, Madison, WI 53713

Cell: 815-474-3973

Phone: 608-260-3527

Benjamin.VanPelt@ssmhealth.com

From: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>

Sent: Tuesday, May 24, 2022 10:47 AM

To: Cechvala, Michael <MCechvala@cityofmadison.com>

Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>; Aulik, Juli A <JAulik@uwhealth.org>
Subject: RE: Madison Metro / SSM Health connecting

Appreciate this, Mike.

I will adjust the language in our memo accordingly, and should have final approval later tonight. I'll share with this group ASAP.

Ben Van Pelt | Director of Government Affairs

SSM Health - Wisconsin

1808 W. Beltline Hwy, Madison, WI 53713

Cell: 815-474-3973

Phone: 608-260-3527

Benjamin.VanPelt@ssmhealth.com

From: Cechvala, Michael <MCechvala@cityofmadison.com>

Sent: Tuesday, May 24, 2022 10:42 AM

To: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>

Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>; Aulik, Juli A <JAulik@uwhealth.org>

Subject: RE: Madison Metro / SSM Health connecting

CAUTION: This email originated from outside of the SSM Health organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Questions? Contact the TSC at 314-644-7345 or your local Help Desk.

Hi Ben, we are investigating another option that is supported by many people in South Madison. It is similar to 4D but much more circuitous, and probably will not carry a staff recommendation because although it would also serve Fish Hatchery, it would add 5 or more minutes to a trip that is already long and circuitous.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>

Sent: Monday, May 23, 2022 8:18 PM

To: Cechvala, Michael <MCechvala@cityofmadison.com>

Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>; Aulik, Juli A <JAulik@uwhealth.org>

Subject: RE: Madison Metro / SSM Health connecting

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

Hey Mike (and Metro Team),

I am just getting done catching up on the public meeting from last Thursday...apologies that I was not in attendance, I had a prior commitment. Great job on the informative (and patient) presentation and Q&A.

During that meeting it looks like the Staff Recommendation for Amendment 4D was removed, and you mentioned that there is another alternative being looked at. Do you have any more info you can share on this? This is obviously the most pressing concern for us.

Unfortunately, I do not have final approval on our memo yet, but will share ASAP.

Thanks again,

Ben Van Pelt | Director of Government Affairs
SSM Health - Wisconsin

1808 W. Beltline Hwy, Madison, WI 53713

Cell: 815-474-3973

Phone: 608-260-3527

Benjamin.VanPelt@ssmhealth.com

From: Cechvala, Michael <MCechvala@cityofmadison.com>

Sent: Tuesday, May 17, 2022 10:53 AM

To: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>

Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>; Aulik, Juli A <JAulik@uwhealth.org>

Subject: RE: Madison Metro / SSM Health connecting

CAUTION: This email originated from outside of the SSM Health organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Questions? Contact the TSC at 314-644-7345 or your local Help Desk.

That sounds great, thanks Ben.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>

Sent: Tuesday, May 17, 2022 10:48 AM

To: Cechvala, Michael <MCechvala@cityofmadison.com>

Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>; Aulik, Juli A <JAulik@uwhealth.org>

Subject: RE: Madison Metro / SSM Health connecting

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

Appreciate the quick reply and heads up, Mike. That doesn't sound as definitive as I was hoping for on 4D. We will continue to push strongly for that Amendment.

In addition to our "policy memo," I will also share a formal letter from a few members of our leadership on our position closer to the public hearing on 5/31. Just waiting for final sign-off on these items.

Also, I cannot speak definitively for other stakeholder partners, but there are a few other health-related organizations I have talked to in the past week who have expressed interest in signing onto a joint memo regarding Amendment 4D. I will be sure to keep you folks in the loop on that.

Thanks again,

Ben Van Pelt | Director of Government Affairs
SSM Health - Wisconsin

1808 W. Beltline Hwy, Madison, WI 53713

Cell: 815-474-3973

Phone: 608-260-3527

Benjamin.VanPelt@ssmhealth.com

From: Cechvala, Michael <MCechvala@cityofmadison.com>

Sent: Tuesday, May 17, 2022 10:41 AM

To: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>

Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>; Aulik, Juli A <JAulik@uwhealth.org>

Subject: RE: Madison Metro / SSM Health connecting

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Hi Ben, thanks for your email. We heard a few different things at last night's South Madison Planning Council meeting, I think the main message was a desire to keep as much service coverage as possible. I would be interested in your policy memo whenever you have it available. Thanks.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>

Sent: Tuesday, May 17, 2022 10:35 AM

To: Cechvala, Michael <MCechvala@cityofmadison.com>

Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>; Aulik, Juli A <JAulik@uwhealth.org>

Subject: RE: Madison Metro / SSM Health connecting

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Good Morning Mike, Justin, and Mick,

Great job last night at TPPB; I thought the presentation and overview were very informative and well-received by the committee members.

I did want to ask if you have heard what the recommendation from the South Madison Planning Council on Amendment Series 4 ended up being?

Additionally, between late last week and yesterday I have started my own outreach on behalf of SSM Health to voice our support for Amendment 4D to several Alders as well as most (not all the emails are public) of the TPPB members. Once I have a finalized policy memo, I will be sure to share it with all of you. The memo will include some minor comments on a few other amendments: 6 and 9 since they impact our west and east clinics respectively.

Thanks again,

Ben Van Pelt | Director of Government Affairs

SSM Health - Wisconsin

1808 W. Beltline Hwy, Madison, WI 53713

Cell: 815-474-3973

Phone: 608-260-3527

Benjamin.VanPelt@ssmhealth.com

From: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>

Sent: Monday, May 9, 2022 12:49 PM

To: Cechvala, Michael <MCechvala@cityofmadison.com>

Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>; Aulik, Juli A <JAulik@uwhealth.org>

Subject: RE: Madison Metro / SSM Health connecting

This is very helpful, Mike. I will ensure our folks know and our preference (if we have one) is appropriately communicated to you folks, the TPPB, and the Council.

Appreciate the quick reply,

Ben Van Pelt | Director of Government Affairs

SSM Health - Wisconsin

1808 W. Beltline Hwy, Madison, WI 53713

Cell: 815-474-3973

Phone: 608-260-3527

Benjamin.VanPelt@ssmhealth.com

From: Cechvala, Michael <MCechvala@cityofmadison.com>
Sent: Monday, May 9, 2022 12:41 PM
To: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>
Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>; Aulik, Juli A <JAulik@uwhealth.org>
Subject: RE: Madison Metro / SSM Health connecting

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Hi Ben, I'm not sure if staff will have a recommendation between 6A and 6B. We will likely recommend one of them be adopted, but we may be neutral between the two.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>
Sent: Monday, May 9, 2022 12:27 PM
To: Cechvala, Michael <MCechvala@cityofmadison.com>
Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>; Aulik, Juli A <JAulik@uwhealth.org>
Subject: RE: Madison Metro / SSM Health connecting

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Good Afternoon Mike (and Team Metro),

I wanted to circle back to thank you again for all the time on Friday morning; it was a very helpful conversation for me and our team to be a part of; and all the information was greatly appreciated.

As a heads up, our initial plan will be to strongly advocate for Amendment 4D (as currently drafted, knowing of course it could change slightly between now and the TPPB meeting).

However, after reviewing the entire map and potential amendments, I did want to ask about Amendment Series 6 (6A and 6B), and see which, if either of those you folks might be recommending to the TPPB and Council? Based my quick review (still waiting for internal feedback), I think we may prefer 6B, but I wanted to hear your thoughts.

Thanks again and be well,

Ben Van Pelt | Director of Government Affairs
SSM Health - Wisconsin

1808 W. Beltline Hwy, Madison, WI 53713
Cell: 815-474-3973
Phone: 608-260-3527
Benjamin.VanPelt@ssmhealth.com

From: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>
Sent: Thursday, May 5, 2022 6:50 PM
To: Cechvala, Michael <MCechvala@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>
Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Aulik, Juli A <JAulik@uwhealth.org>
Subject: RE: Madison Metro / SSM Health connecting

Appreciate it, Mike.

See you tomorrow,

Ben Van Pelt | Director of Government Affairs
SSM Health - Wisconsin

1808 W. Beltline Hwy, Madison, WI 53713
Cell: 815-474-3973
Phone: 608-260-3527
Benjamin.VanPelt@ssmhealth.com

From: Cechvala, Michael <MCechvala@cityofmadison.com>
Sent: Thursday, May 5, 2022 6:50 PM
To: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>; Rusch, Mick <MRusch@cityofmadison.com>
Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Aulik, Juli A <JAulik@uwhealth.org>
Subject: RE: Madison Metro / SSM Health connecting

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Sure, no problem. I can do that.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>
Sent: Thursday, May 5, 2022 10:21 AM
To: Cechvala, Michael <MCechvala@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>
Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Aulik, Juli A <JAulik@uwhealth.org>
Subject: RE: Madison Metro / SSM Health connecting

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Mike and Mick,

Just wanted to give you a heads up that I am looping Juli from UW Health back into this email chain, and that she will be joining our conversation tomorrow.

I will also have two of my staff from SSM Health on the call, as well. Sheila Martin, who is one of our administrators at the South Madison Campus; and Kyle Prochaska, who works in our facilities and real estate team.

For the conversation I was thinking it would be helpful to get a brief, but wholistic overview of the redesign project, and then focus a bit more in on the Fish Hatch and Park St (where our hospital is, and Meriter). And talk about the potential amendment, too. Does this sound appropriate?

Thanks again for your availability to meet during such a busy time.

Ben Van Pelt | Director of Government Affairs
SSM Health - Wisconsin

1808 W. Beltline Hwy, Madison, WI 53713

Cell: 815-474-3973

Phone: 608-260-3527

Benjamin.VanPelt@ssmhealth.com

From: Cechvala, Michael <MCechvala@cityofmadison.com>

Sent: Tuesday, May 3, 2022 12:56 PM

To: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>; Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>

Cc: Rusch, Mick <MRusch@cityofmadison.com>

Subject: RE: Madison Metro / SSM Health connecting

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Sure, that sounds good. If you can set it up that would be great. Thanks.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>

Sent: Tuesday, May 3, 2022 12:26 PM

To: Cechvala, Michael <MCechvala@cityofmadison.com>; Stuehrenberg, Justin

<JStuehrenberg@cityofmadison.com>

Cc: Rusch, Mick <MRusch@cityofmadison.com>

Subject: RE: Madison Metro / SSM Health connecting

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

Hi Mike,

My calendar on Friday is fairly flexible except for 1:30-4:30pm.

Want to plan for 9:30am? I can send an MS Teams meeting invite around.

Thanks,

Ben Van Pelt | Director of Government Affairs
SSM Health - Wisconsin

1808 W. Beltline Hwy, Madison, WI 53713

Cell: 815-474-3973

Phone: 608-260-3527

Benjamin.VanPelt@ssmhealth.com

From: Cechvala, Michael <MCechvala@cityofmadison.com>

Sent: Tuesday, May 3, 2022 12:22 PM

To: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>; Aulik, Juli A <JAulik@uwhealth.org>

Cc: Rusch, Mick <MRusch@cityofmadison.com>

Subject: RE: Madison Metro / SSM Health connecting

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Hi Ben, are you available on Friday at all other than 10:30-11?

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>

Sent: Tuesday, May 3, 2022 9:29 AM

To: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>; Aulik, Juli A <JAulik@uwhealth.org>

Cc: Cechvala, Michael <MCechvala@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>

Subject: Re: Madison Metro / SSM Health connecting

Thanks for the connection Juli, and nice to e-meet you Ben.

Ben, I'm copying a few others who can speak more to it, but we do expect an amendment that would keep service on Fish Hatchery. We plan to have the amendments drawn up by May 16 when we present them to the Transportation Planning and Policy Board.

I hope that helps. We are slammed with trying to put this all together, so I'm not sure how quickly we'd be able to schedule a meeting. Please follow up with Mike and Mick with any questions you may have or to get a meeting set up.

Thanks!

Justin

From: Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>
Sent: Tuesday, May 3, 2022 9:18 AM
To: Aulik, Juli A; Stuehrenberg, Justin
Subject: RE: Madison Metro / SSM Health connecting

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Juli – As always, thanks so much for your help and partnership on all things Madison/Dane County; you're the best.

Justin – It is very nice to “meet” you, and I hope we have the opportunity to do so in-person at some point in the future. As far as the redesign issue that Juli mentioned below, we were hoping to connect with someone at Metro (and potentially in the Mayor's Office) on the overall plan and how it may impact our facilities and operations; specifically our brand new “South Madison Campus” (the new clinic we opened on Fish Hatchery). Here is a summary of the internal flag/convo we had:

- *Madison Metro is doing a Network Redesign.*
- *In the drafted plan, stops near South Madison Campus (this is our brand new clinic on Fish Hatch) will go away (likely moving over to Park) as part of the installation of Rapid Transit.*
- *There might be other locations on/near routes could have similar impact – just haven't had a*

chance to look into yet in that level of detail.

- *South Madison Campus is probably most acutely aware of impact since the building just opened & some of our design decisions incorporated the current bus routes. (Like that nice Fish Hatchery facing pedestrian entrance).*

Ultimately, we are hoping to have a conversation with folks on this so we know what might be coming and can raise any major concerns we might have, and then also ultimately communicate early and often with our impacted patients.

Thanks in advance for any assistance and conversations on this topic. Perhaps a quick call/virtual meeting between us would be a good first step? And then, if appropriate, I would really like to pull a quick meeting together to go over the basics with our folks internally so we can ask questions and learn more?

Sincerely,

Ben Van Pelt | Director of Government Affairs

SSM Health - Wisconsin

1808 W. Beltline Hwy, Madison, WI 53713

Cell: 815-474-3973

Phone: 608-260-3527

Benjamin.VanPelt@ssmhealth.com

From: Aulik, Juli A <JAulik@uwhealth.org>

Sent: Tuesday, May 3, 2022 9:12 AM

To: 'JStuehrenberg@cityofmadison.com' <JStuehrenberg@cityofmadison.com>; Van pelt, Benjamin <Benjamin.Vanpelt@ssmhealth.com>

Subject: Madison Metro / SSM Health connecting

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Hi Justin and Ben,

Justin, Ben Van Pelt is the director of government relations for SSM Health and he is interested in connecting with Metro about the redesign plans. I wasn't sure exactly who to send him to so I am starting at the top 😊. You two should know each other anyway.

Ben, Justin is the general manager of Madison Metro.

I will let you two take it from here. Thanks! Juli

Juli Aulik (she/her/hers)

Director, Community Relations
UW Health

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TO: Members of the City of Madison Transportation Policy and Planning Board (TPPB)
DATE: May 25, 2022
RE: Madison Metro Redesign

Public transportation has an immediate and lasting impact on quality of life and health for individuals across the country. According to the U.S. Centers for Disease Control and Prevention (CDC), expanding public transportation benefits the public health of communities. And based on their recommendations, additional access to transit options has the potential to prevent chronic diseases, reduce motor-vehicle-related injuries and deaths, and improve environmental health.

In addition to this, it is estimated by the American Public Transportation Association that 3.6 million Americans miss medical appointments or delay care every single year because of transportation issues. Increasing access to public options for transportation can help alleviate barriers for patients in reaching their needed appointments and healthcare; especially for our most vulnerable who disproportionately suffer from health disparities.

Locally, we have an opportunity to ensure vital public transportation access to healthcare resources for the people of Madison. As Metro Transit undertakes their network redesign project with the stated goal of providing frequent, direct, and consistent service, SSM Health is encouraging the City to prioritize and maintain access to healthcare and health-related services.

Overall, we believe the draft network plan makes a number of significant upgrades, including the more consistent proposed route schedules. There are several considerations for service to our healthcare facilities in the city.

The most crucial of these is service to our new South Madison Campus (SMC) Clinic, which is located at 1211 Fish Hatchery Road. The proposed draft plan eliminates all service and stops on Fish Hatchery Road between Park Street and Badger Road, and therefore creates a significant barrier for patients to access care at the SMC. **We strongly urge the TPPB and the City to adopt [Amendment 4D](#)**. Currently 4D is the only drafted amendment which would add service back to Fish Hatchery and connect other areas of the South Madison neighborhood. We recognize that staff are still working on creating different amendment options, so we would also contemplate support for any additional amendment that serves this same function.

Additionally, it is important to note that for our conditionally approved plan for the SMC project, the City of Madison Planning Division and Common Council requested that we install and maintain a bus pad and shelter for a Metro bus stop on the east side of Fish Hatchery Road, north of Cedar Street. This is detailed in a letter from the Planning Division dated March 6, 2020. We complied with that request, however the pad and shelter will be rendered useless unless service on that corridor is reinstated through Amendment 4D, or a similar amendment.

Furthermore, while the impacts are not as drastic, we also request that the TPPB and the City take access at two of our other clinics into account when finalizing the redesign plan: the SSM Health Dean

Medical Group – Madison West Clinic at 752 N High Point Road and the SSM Health Dean Medical Group – Madison East Clinic at 1821 S Stoughton Road. Our Madison West Clinic is served by the stop near the corner of High Point and Old Sauk. This stop is on Route H in the proposed plan; however, [Amendment 6A](#) will make some changes to this area and the shift the clinic’s coverage to the proposed Route R, which appears to run less frequently. And our Madison East Clinic is served by the stop near the corner of S Stoughton and Buckeye. The stop is on Route C2 in the proposed plan and [Amendment 9](#) makes some slight alterations which do not appear to change frequency or connectivity to the clinic.

Finally, we also want to acknowledge the changes in service at SMM Health St. Mary’s Hospital – Madison. The hospital is located at 700 S Park Street, and under the proposed plan will be along one of the primary bus rapid transit (BRT) routes: Route B. We hope that the BRT routes will deliver the more frequent and direct service they are intended to; and, we ask the TPPB and the City to retain all stops on these primary corridors that connect citizens to healthcare resources.

Thank you for your consideration of Amendment 4D (or another amendment that retains service on Fish Hatchery Road and throughout South Madison) and all the impacts the Madison Metro Redesign has on our community. We look forward to continuing to partner with Metro Transit and the City on ensuring patients have as easy access to care as possible and that we all prioritize the overall health of our community.

If you have any questions, please contact SSM Health’s Director of Government Affairs Ben Van Pelt at Benjamin.VanPelt@ssmhealth.org or 815-474-3973.

From: [Romulo Ueda](#)
To: [Metro Redesign](#)
Subject: Redesigns
Date: Thursday, May 26, 2022 3:55:33 PM

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

Dear Madison Metro Redesign Team:

Thank you for all the work you have put into the Madison Metro redesign. I appreciate efforts to improve public transportation and bring more frequent bus services to residents. However, I am concerned that the draft plan will leave many bus users behind.

Under the currently proposed plan, our neighbors in Bram's Addition, Capital View, and Bay Creek will lose bus service one or two blocks away from their doorstep and instead will need to walk to Park Street to catch the bus. I am happy to see the proposed addition of Route O via Amendments 4A-4D. I would like to see a Route O that provides transportation access to key sites where there are elderly and low-income people depending on the bus, namely: Bram's Addition neighborhood, Romnes apartments, Capital View neighborhood, and St. Vincent de Paul food pantry, plus the Vilas Zoo and Park. None of the proposed amendments achieve all of this. However, Amendment 4E proposed and endorsed by the South Madison Planning Council would add in much-needed service to several key South Madison areas that would be disproportionately burdened if they were to lose easy access to bus service.

I urge you to listen to South Madison constituents and accept and adopt the proposed route O laid out in Amendment 4E.

Sincerely,

Romulo Morishita

From: [Mymetrobus](#)
To: [Rusch, Mick](#)
Subject: FW: Southdale neighborhood service
Date: Thursday, May 26, 2022 3:58:13 PM

From: wahc@tds.net
Sent: Thursday, May 26, 2022 3:57:58 PM (UTC-06:00) Central Time (US & Canada)
To: Transportation Policy Board
Cc: Laurie Meulemans; Mymetrobus; Jay Allen; Brecklin, Chad; Andrew McFadden; Ruth Zuber
Subject: Re: Southdale neighborhood service

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

This message has been forwarded to the board for its review regarding the Metro transportation plan amendment 16B.

----- Original Message -----

From: "wahc tds. net" <wahc@tds.net>
To: "mymetrobus" <mymetrobus@cityofmadison.com>
Cc: "Laurie Meulemans" <Meulemans@countyofdane.com>, "Jay Allen" <jay.allen@fitchburgwi.gov>, "Chad Brecklin" <chad.brecklin@fitchburgwi.gov>, "Andrew McFadden" <Andrew.McFadden@Fitchburgwi.gov>, "Ruth Zuber" <ruth@mapleglenapt.com>
Sent: Thursday, May 26, 2022 3:51:26 PM
Subject: Southdale neighborhood service

On May 24, 2022, the City of Fitchburg Council unanimously approved amending the Metro plan to provide a direct bus service loop through the Southdale neighborhood via E. Badger, Pheasant Ridge, Deer Valley, Ski Lane, and Novation Parkway. The current language in Amendment 16B must be changed to reflect the full support decision of the Council to directly provide service to the Southdale neighborhood.

I manage a 130-unit low-to-moderate-income property along Deer Valley Road and am writing to represent our families. Over 43 of our residents signed a petition supporting continued service. There are over 600 units in Southdale and many of our lower-income families rely on public transportation. Service to Southdale is imperative and Fitchburg has voiced its agreement. We urge passage of the amendment as approved by Fitchburg.

Mick Mullee

--

Mick Mullee
President
Wisconsin Affordable Housing Corp

5402 Flad Avenue
Madison WI 53711
608-239-8137
[<mailto:wahc@tds.net> | wahc@tds.net]

--

Mick Mullee
President
Wisconsin Affordable Housing Corp

5402 Flad Avenue
Madison WI 53711
608-239-8137

[<mailto:wahc@tds.net> | wahc@tds.net]

From: [Dave Davis](#)
To: [Metro Redesign](#); [Cechvala, Michael](#)
Cc: [Evers, Tag](#); [Carter, Sheri](#); [Isadore Knox](#); [Richter, Jeff](#); [Carrie Rothburd](#); [Kitchel, Lisie E - DNR](#)
Subject: Question regarding the latest version of possible route amendments
Date: Friday, May 27, 2022 6:06:34 PM

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Metro Transit,

In preparation for Tuesday's TPPB meeting, and after reviewing the May 25th revision of the Transit Network Redesign Amendments, I'm wondering if you can clarify a couple of points regarding Amendments 4D and 4E.

On page 10, the description of Amendment 4D states in part that "*The route would operate every 30 to 60 minutes throughout the day.*"

On page 11, the description of Amendment 4E which is identical to 4D plus the addition of 5 minutes of travel to serve Capitol View and Bram's Addition, states in part that "*The route would operate every 60 minutes throughout the day.*" and "*The deviation to Bram would add about 5 minutes and several speed humps to the route.*"

How would an additional 5 minutes of travel turn a route that could apparently provide 30 minute service into a route providing hourly service? I don't mean to imply that hourly service would be objectionable since Route 13 currently provides hourly service so that's what people are used to. Also, there will be BRT stations, providing 15 minute service, at both the south end (S. Park St & W. Badger Rd) and the north end (on University Ave and W. Johnson St) of this route which would seem to make it convenient for riders needing to transfer. Given that, is there a reason why 4E can't be described as operating every 30 to 60 minutes? Is there a reason why this route couldn't provide 35, or 40, or 45 minute service? Perhaps the description of 4D wasn't updated?

As for the speed humps on Fisher Street, that street is currently used by Route 13 and was being used by Route 13 when the speed humps were installed. What was Metro Transit's position regarding the installation of those speed humps?

I'm looking forward to your response as it will help to inform comments by the community at the TPPB meeting.

Regards,

Dave

--

Dave Davis
210 Koster St
Madison, WI 53713
608 257-3305

From: [Marce](#)
To: [Metro Redesign](#)
Subject: Metro Redesign comments
Date: Friday, May 27, 2022 6:33:57 PM

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

Good afternoon,

Thank you for posting the redesign materials and the opportunity to provide feedback.

Frequency/Increased Service vs More Routes. I understand it is costly to provide both, though while there's more service, if people have to walk further, and they won't or are unable, then that ridership is gone. This is especially true for seniors and people who have some mobility issues (yet don't need para-transit). Also, if they find metro fares a stretch for their budget, then it's magnified with para-transit firms.

15/30/60 Minute Intervals. How were these chosen? Were 20/40/60 minute intervals examined? If yes, how did they differ from 15/30/60 minutes? Running a bus 3 times/hour vs 4 times/hour will cost less, and the additional minutes are negligible.

Route E. I'm truly amazed to see this will run on Ridge Street. This street has no curb, gutter, or sidewalks. The area is very residential - not just UW students, but many families with young children. I used to live in the area and it was common to see pedestrians (young and old), and baby-strollers, trikes, wagons, bicycles, and dogs. It was also common to see people traveling with the direction vehicle traffic instead of against that flow. I understand the recently installed traffic lights at University & Ridge will make the bus route flow smoother than the current use of University & Franklin, however, without curb, gutter, and sidewalks to make it safe for pedestrians, routing the bus on Ridge is a death waiting to happen.

Route E (Eastbound). For eight years (pre-pandemic), I would most commonly board Rte 6 at Mineral Point & Berwyn. The two Rte 6 buses that would reach West High before/at 8am were packed with those students, and were often standing room only by Midvale Blvd or Owen Drive. For those who now board Rte 6 between Science Drive and Segoe, they will have a longer walk to catch Rte X. Yes, they could catch Rte E and then transfer to Rte X at Midvale, though not only will there be West High students making the transfer, but also many others heading further east. If I were to take Rte E, I definitely would transfer at Midvale to Rte X as the thought of having to take Rte E all the way through the UWHospital loop and back to Regent St to continue eastbound would be absurd, and would greatly lengthen my trip.

Route E & X. Will there be stops at the NE & NW corners of Mineral Point & Midvale? If yes, will the routes be appropriately timed for transfers?

Route D. Will there be stops at Midvale & Odana? If yes, will the routes be appropriately timed for transfers between Rtes D, D1, and D2?

Thank you again for the opportunity to provide feedback.

Marce