

**From:** [Bachmann, Christy](#)  
**To:** [Hacker, Marsha](#)  
**Cc:** [Phillips, Robert](#); [Coleman, Lisa](#)  
**Subject:** FW: Bus Stop Relocation Ingersoll and Jenifer  
**Date:** Monday, February 01, 2016 12:01:00 PM

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Marsha, could you please forward this email to our BPW members. Several attachments which were included in the mailed packet related to this topic. Thanks, Christy

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**From:** Beck, Drew  
**Sent:** Monday, February 01, 2016 9:12 AM  
**To:** 'jwaldman@charter.net'; 'Gayle Gold'; Sean Cullen; 'Joyce Liao'; 'Joan Grosse'; gregg.r.sanford@gmail.com; 'timsanford72@verizon.net'  
**Cc:** Bachmann, Christy; Rummel, Marsha; Sobota, Timothy; Coleman, Lisa; Gadke, Phillip  
**Subject:** RE: Bus Stop Relocation Ingersoll and Jenifer

Thanks to everyone for the input re: moving the bus stops across the street on Jenifer St at Ingersoll St. I wanted to let folks know that the Board of Public Works would not be the best body for taking testimony on the bus stop location issue. This would instead fall upon the City's Transit and Parking Commission, which meets on Wednesday, February 10 @ 5 p.m. I would recommend for people wanting to express their views on the bus stop locations to show up at the Transit & Parking Commission meeting rather than the Board of Public Works meeting. This bus stop relocation is an information item on the TPC's agenda for the February 10 meeting.

Metro Transit is given a degree of staff discretion by the Transit and Parking Commission when it comes to moving bus stops for reasons of safety or other operational concerns. In the case of the stops on Jenifer St at Ingersoll St, safety is the primary consideration. Buses stopped in the curb lane just before the intersection can cause conflicts with right turns generally, while more significantly, they block the visibility at the nearby crosswalks – for both vehicles and pedestrians. It is becoming an all too frequent occurrence where someone will step off the bus, walk in front of it to cross the street, and suddenly find themselves directly in the lane of travel next to the bus. Unfortunately, many passengers are distracted –texting, walking with children and groceries—and may not be thinking that they are walking out into a live lane of traffic. Similarly, drivers in cars are not thinking about people walking out in front of a bus parked along the curb, and they pass without caution. As a result, we've had a series of near miss pedestrian accidents—and one that involved contact, though thankfully that person was not severely injured.

The proposed relocation of the stop zones to the curb lane just beyond the intersection will improve these traffic and visibility issues. Right-turning vehicles will no longer risk potential violation of the Wisconsin State Statute, that generally prohibits turning right in front of a stopped transit vehicle – and the transit vehicles will no longer potentially block the view between pedestrians crossing at the intersection and vehicles making turns in the

intersection, as passengers (and other pedestrians) will safely be able to cross behind the rear of the transit vehicle as opposed to stepping directly out from in front of the bus that currently stops just before the crosswalk.

I'd like to thank you in advance for your consideration in this matter, and also remind you to attend the February 10 meeting of the Transit and Parking Commission, rather than the Board of Public Works meeting, if you need to express your views.

--Drew Beck, Planning & Scheduling Manager  
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