

TPPB Public Comment – Email received 1/31/22

I am against the Network Redesign proposed in #69499 for the Northside of Madison. Any changes to transportation options in this City should improve and add instead of taking away. This proposal takes away many local services of the Northside neighbors. Life has changed since COVID—people are working from home and will continue to do so. It is those who need to get to medical appointments, shop for groceries and at small local businesses, work in those businesses, and attend schools which should be the focus of the new design. The City is trying to promote use of buses but this design actually creates the need for more use of cars. You are not protecting those areas where they don't have cars because they can't afford them or would actually support the use of public transportation. The City keeps promoting equity for all the people in this city—those underemployed, low income, people of color, those with disabilities, elderly—they are the ones who should be top priority on your list to improve their lives. That is not what I see.

The BRT network and Network Redesign may be separate but they do impact each other. Route 17 will be discontinued which provides much needed connection to grocery stores and USPS. Route 17 was originally created to address equity and provide workforce opportunities to reach grocery stores and small business along this route. This will disproportionately impact people of color and low income families who depend on this route.

Oak and Pawling streets have many affordable housing and many living in those apartments are low income, people of color, and disabled. Currently bus number 4 picks up many from their doorsteps. However in the revised network these persons will have to walk many blocks to catch a bus. In addition about 1200 low income and affordable housing residents living in the mobile homes on Packers and hundreds of senior affordable housing residents at Tennyson Lane will now be stranded in this redesign and these folks rely heavily on Route 21 to connect with city services and other important destinations. The new redesign has removed access to Delaware and Schools Roads, stranding those communities or forcing them to commute via their own vehicles to access city services. Not only is this inequitable and an inconvenience but it also increases carbon footprint--when the goal is to increase bus ridership.

I am speaking for those who are not able to work through the City's meeting process. It is terrifying to most people. I still struggle to find out what is happening that could affect me. And yet I heard in the last meeting that people were not engaging or acted like they were disinterested. Yes, they are interested. However, many are trying to survive COVID, keep or get a job, deal with school issues if a parent or maybe have no idea how to engage with the City with all these zoom meetings and emails which may end up in spam.

I would suggest smaller electric buses and more routes. AND YES, hire more drivers. Those are good jobs for this city and excellent employment. Pay for them instead of spending our taxes on plans that change our City for the worse.

I believe you should listen closely to our elected Northside Alders who know this community and want to ensure that they protect and support their neighborhoods. Their opinion for the Northside should to carry more weight than those not involved in this area. These alders have been great advocates for all of us—even for those unable to provide comments in this process.

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