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March 11, 2020

Dear Transportation Commission:

The Transportation & Safety Committee of the Marquette Neighborhood Association has evaluated Metro's proposals to change routing through our neighborhood. Overall, the Marquette Neighborhood Association **opposes** the elimination of stops along Jenifer and Williamson Streets and **opposes** eliminating the "via Division" segment of Route 3.

Regarding the removal of stops:

- The proposed elimination of stops along Jenifer Street includes removing the stop at Brearly Street, which is the site of our heavily-used and transit-dependent Wil-Mar Neighborhood Center, and Livingston Street, which serves the Wisconsin Council of the Blind and Visually Impaired. We urge you to please keep these stops in place.
- The current proposal would eliminate the stop at Williamson and Rogers, which is the closest stop to our neighborhood schools. Metro should serve our schools and their students, staff, and parents. We ask that you please keep this stop in place.
- The proposed changes also eliminate the stop at Jenifer/Few. Although this does serve the Willy Street Co-op, we feel that the Baldwin stop can do this equally well and are willing to have the Few Street stop removed.

And concerning the proposed elimination of Route 3 via Division:

- We strongly oppose the elimination of the "Via Division" line of Route 3. This is a further reduction in service after this segment of streets already lost Route 10 service several years ago.
- Some Route 3 buses already travel 'via Winnebago' and skip this section of neighborhood. We should not have our already meager non-peak service through the neighborhood eliminated completely.
- The only remaining service here would be weekdays during peak hours (and in only one direction) on Route 38. This type of service does not adequately serve residents doing a 'reverse commute', those working atypical schedules, or families wanting to travel midday or weekends.
- During the PM hours, the first Route 38 bus would not arrive at the school (corner of Spaight/Rogers) until over 30 minutes past release time. Parents working in the campus/downtown area use Metro to meet their child at the school directly after work. Since Metro's data includes only boardings and not disembarkings, we cannot know the numbers behind this.
- Residents along the current Route 3 corridor use this bus to travel to/from the Willy Street Co-op, Jenifer Street Market, and *especially* Woodman's to grocery shop. Moving this route further from them incentivizes car travel for these trips.

We understand that making connections at transfer points is driving many of these considerations. We ask, though, that you consider the impact to near east side residents (especially during off-peak hours), our schools, and our neighborhood center. We also ask that you take into consideration the strong possibility that the transfer point system will be reevaluated with the implementation of BRT in the near future.

On behalf of the MNA Board, thank you for your consideration.

Lance Lattimer  
Transportation & Safety Co-Chair