

Below is the original correspondence I sent as an email on May 30, 2019. Unfortunately, I raised Metro's concerns too late in the process, as the decision to place the "speed humps" had already been made. Ideally, I should have made a stronger objection when Traffic Engineering was first designing the installation, before the neighborhood had been told the project would occur.

Mr. Lattimer, Tom Mohr, and Alder Rummel,

Metro has discussed the impact of speed humps on Spaight Street and has concluded that they would be detrimental to our operations. As Tom Mohr has already noted, the primary concern is the on time performance of our service. Core routes like route 3 are anchored on both ends at transfer points. If a bus is running late, it means that customers may miss their connections with other routes at the transfer points. This, in turn, could lead to late arrivals for work or appointments--sometimes up to an hour late depending on the connection. A large proportion of customers making transfers are "transit dependent", meaning that transit is generally their only means of travel. This segment of the population tends to include more low income individuals and people of color so it is an equity issue.

Metro attempted to improve the schedule reliability of route 3 (and other routes) by consolidating bus stops from along Jenifer Street during the reconstruction project back in 2016. This proposal was not successful because of pushback from the neighborhood. In addition, route 3 now also contends with speed humps on Monroe Street. The result is that drivers are often pushing in an attempt to maintain the schedule and make connections at the transfer points.

Another Spaight St & Jenifer St route, the 38, is now encountering speed humps on Oakridge Avenue as well. While this commuter route doesn't make connections at transfer points, the schedule reliability is still important to passengers trying to get to work or school—and potentially transferring to other routes on the Capitol Square.

Another impact of speed humps is the wear and tear on bus suspensions. The air ride system is complex and costly to repair.

The addition of more speed humps would cause Metro to evaluate routing buses on Spaight Street, and consequently Rutledge Street. This should not be construed as a "threat"; it is merely a potential response to further erosion of on time performance.

I should note that if anyone is seeing buses speeding, please let us know so we can check speeds and issue discipline if necessary. Please make note of the time and direction the speeding is occurring, and if possible the bus fleet number. This way we can easily track down the driver in question.

Thank you for your understanding with this issue.

Sincerely,



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