

From: smdevoswisc@gmail.com
To: [Tishler, Bill](#); [All Alders](#)
Cc: [All Alders](#); smdevoswisc@gmail.com
Subject: Please vote AGAINST final approval of bus redesign - item #80 p. 34 on Tues. Dec. 6 Agenda
Date: Sunday, December 4, 2022 11:22:55 PM

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Dear Alder Tishler,

Please vote AGAINST implementing the Metro Network Redesign in the summer of 2023 on Tuesday. This is item 80 on the agenda of the upcoming Dec. 6 Council meeting. The plan was approved by slim and undemocratic majorities of both the Transportation Policy and Planning Board in June and the Transportation Commission on Wednesday. The loud community voices opposing the redesign were ignored. The analyses have serious methodological drawbacks. Claims of community engagement are deceptive. Madison approved a \$40 extra Vehicle Registration Fee starting in Feb. of 2020 in order to avoid the austere plan being proposed. We deserve better.

Thank you,

Susan De Vos

610 N. Midvale Blvd.

Madison, WI 53705

smdevoswisc@gmail.com

From: d_ferber@sbcglobal.net
To: [All Alders](#)
Subject: [All Alders] Implement the Metro Network Redesign
Date: Tuesday, December 6, 2022 4:39:52 PM

Recipient: All Alders

Name: Don Ferber

Address: 4700 Allis Ave, Madison, WI 53716

Email: d_ferber@sbcglobal.net

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

Message:

The Sierra Club Four Lakes Group supports a BRT and network redesign, but concerns remain that we feel wicked benefit from further investigation. The Title VI Equity Analysis set a floor, not a ceiling, to ensure Madison will achieve its desired equity goals. Due to concerns, this study was only narrowly approved by two transportation committees, and we feel that further scrutiny can only help ensure that we are on the right track.

In particular:

- There are variances in the report and statements made about populations within 1/4 of projected bus stops and who is being served that need clarification and further examination
- An analysis without downtown student populations could better show how outlying areas and those most in need of transit services are being served
- There are many people with disabilities who are already marginalized who are being impacted by the changes, and more understanding of how they are impacted and could be better supported is needed
- Best practices are that an entity doing an analysis of a design not be the same one who did the design, especially for a project with major implications. We recommend Madison adopt a standard to include this. Having an outside entity simply examine the guidelines and data used should not be difficult or costly.

The goal is to have transit services more than just a bus system that will truly provide equitable transportation options and provide an exemplary system that the Madison community deserves.

From: [Brian Hanneman](#)
To: [All Alders](#)
Subject: Please vote no to agenda item 80 on 12/6
Date: Monday, December 5, 2022 9:51:30 PM

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

Please vote against the metro redesign as is on December 6, agenda #80. Not all equity inquiries have been fully addressed. The following equity improvement suggestion was submitted to the metro design and district10 alder, yet no response was ever rendered:

Hello,

With your upcoming November 9th meeting, you were inviting public input on route improvement suggestions, especially in the area of improving areas of equity. The following is a suggestion that many of us feel meets that criteria.

On the proposed H route, you have the bus leaving the Allied Drive area on the east frontage road side of Verona Road, using the roundabout under Verona Road and then taking the 1st right to proceed on the west frontage road side of Verona Road. Then you have it loop around till it starts to meet up with the start of Hammersley Road. At the 1st residential road, Reetz Road, you have it take the left turn and run the length of the street before it meets up with Raymond Road where it then turns right and continues up Raymond Rd away from Verona Road.

Where you could save considerable time, that would allow you to expand the areas you could make additional stops in the Dunn Marsh/Allied Drive neighborhood, would be after the bus enters the west frontage road side of Verona Road. Again, staying to the right which is the first exit from the roundabout, not the 2nd exit which would be to Freeport Road which was mistakenly thought by one of the metro staff when it was attempted to be explained at one of your last listening sessions. As the bus proceeds along the west frontage road, if it then took a right at the T in the road, at the corner where the old BMO bank was across from where the U-Haul and Home Depot properties meet, the bus could then head towards Verona Road but staying in the right exit lane that wraps around towards the 1st road which is Raymond Road. The bus could then join Raymond Road and head away from Verona Road, rather than take that long west frontage road route/Hammersley/Reetz connector to get to Raymond that's currently proposed.

With the additional time savings, more badly needed bus coverage in the low income areas of the Allied Drive area could be expanded. It would replace the sparsely ridership Reetz Road area, that's been well documented from ridership studies brought on by residents previously in that area, who were concerned on how their tax dollars were being used in low ridership areas. This can be a win-win for riders and taxpayers alike. I have copied in our alderperson, as I know she advocates for a more equity-based Madison.

Thanks for your time and let me know if there's anything else I can clarify on the proposed suggestion,

Brian

Sent from my iPhone

From: [Ann Kovich](#)
To: [All Alders](#); [Rhodes-Conway, Satya V.](#)
Cc: [Stuehrenberg, Justin](#); [Cechvala, Michael](#); [Lynch, Thomas](#); [Sanon, Reuben A](#)
Subject: Implementation of the Metro Network Redesign
Date: Tuesday, December 6, 2022 3:40:16 PM

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

Good afternoon. Although I am the current Chair of the Transportation Commission (TC), I am sharing my individual opinion in this email.

I offer my strong support of the Metro Network Redesign implementation as currently drafted and approved by the Transportation Commission (TC) at its meeting on November 30th. TC approved both the Adoption of the Metro Network Redesign, as well as Acceptance of the Related Title VI Report; and TC also recommended approval of the resolution before you this evening.

I believe this Network Redesign will provide better overall transit service to Madison. I realize that not everyone will be totally satisfied with the Network Redesign, but this is the direction and plan that was supported by the majority in Madison, approved by the Transportation Policy and Planning Board in June, and then approved by the Common Council in June. There will also be opportunities in the future to make slight changes to routes and schedules, as reviewed and approved by the Transportation Commission.

I have confidence in the Title VI Report as drafted. Standard accepted methods were utilized in preparing the Title VI Analysis and Report; and Metro Transit used a reliable professional (Jarrett Walker) in the preparation. Metro Transit also went above and beyond the standard requirements of Title VI in the level of their analysis. Title VI is a core tenant of transit planning. Compliance is required by law, and it also protects the significant dollars of federal funding utilized by Metro Transit. Metro Transit has an excellent track record of complying with laws, regulations, contracts, and grant agreements. Compliance is reviewed annually by Baker Tilly (a well-known and respected Certified Public Accounting and Advisory firm) and reported to the Transportation Commission (TC). In the 12/31/21 Baker Tilly report provided to TC on 7/27/22, TC was informed that Metro Transit complied with all requirements.

I urge you to support this resolution in Leg. File #74410, and direct staff to implement the Metro Network Redesign.

Thanks and best regards,

Ann

Ann E. Kovich

(she/her/hers)

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Madison, WI 53713

Email: annelizabethkovich@gmail.com

Mobile: 608-886-2556

Sent from [Mail](#) for Windows 10

From: [Adam Pagenkopf](#)
To: [All Alders](#)
Subject: Transit Network Redesign - Please Implement
Date: Tuesday, December 6, 2022 6:03:53 PM

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

Hello,

I am writing to support implementation of the Transit Network Redesign Final Plan in 2023. I feel that this will make the bus system more useful for residents all over the city. More frequent and direct buses, with 'daytime' service running from 6 am - 7 pm, and transfers made at locations throughout the city, will make the bus more useful for many riders.

The Title VI analysis has shown that the Network Redesign Final Plan is on-track to meet its equity goals; disadvantaged groups *benefit more* and are *negatively-impacted less* than the population as a whole. It is almost certain that a more coverage oriented network would result in negative impacts to these groups compared to the Final Plan.

The Network Redesign Final Plan was developed after extensive public input for a period of 2 years. Public engagement began in the summer of 2020, with intensive efforts running for approximately 15 months from March of 2021, with the Final Plan approved by the Common Council in June of 2022. Difficult choices in Network Redesign are necessitated by an unchanged or decreased budget for Metro Transit operations, which is set by the Common Council.

Our current transportation system is inequitable and insufficient. The last major redesign was completed 25 years ago in the 1990s, resulting in an inefficient system revolving around 6 transfer points (West, South, North, East, Capitol Square, and East Towne Mall) and 50+ bus routes. Riders from disadvantaged groups take significantly longer to get to their destination, they have to take circuitous routes and lengthy transfers even to go short distances. BRT and Network Redesign will significantly increase access to jobs, groceries, childcare, and much more for Madisonians who rely on the bus for transportation.

Even though I live near O'Keefe school and work at UW (two of the best-served locations in the network), the Existing Network does not always work well for me. If I miss a bus going to or from work, the next bus is either a long walk away or a 30+ minute wait, especially if I need to travel after 6 pm or on the weekend. The situation was much worse when I worked outside of the Transfer Points because routes were extremely infrequent, circuitous, and frequently depended on transferring at a Transfer Point, which was far from any useful destinations for me.

The Transit Network Redesign Final Plan was decided on after years of public engagement and it is the best plan for riders, Metro Transit, and the city. The status quo for Metro Transit is not acceptable, Network Redesign will bring significant benefits for riders throughout the city. To reject implementation at this point would reverse a decision that was made six months ago after significant public engagement.

Thank you very much,
Adam Pagenkopf

Adam Pagenkopf
District 6
He/Him/His
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