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To: [Transportation Commission](#)
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Subject: Comment for 7/19/21 Transportation Commission Meeting
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Dear members of the TPPB and Transportation Commission,

Unfortunately, the timing of the 7/19 meeting prevents me from registering to speak in person, so I'd like to submit the following written comments regarding agenda item 2--the Metro Transit Redesign preview.

I am a Midvale Heights neighborhood resident who does not drive and is wholly dependent on the bus for my work commute and for most of my errands. While I anticipated the route study would offer significant improvements over the current system, I'm actually quite alarmed by the proposals and some of their specific impacts for my neighborhood.

Looking at the system-wide impact, both alternatives—“ridership” vs. “coverage”—presented in the current route models are estimated to actually increase the percentage of Madison residents that have no access to transit (see the "Proximity" charts starting on page 27). This seems like a major step backwards.

One goal I frequently heard stated in public engagement around the route study was to reduce the complex nature of Madison's bus network, but many of the proposed routes maintain a complicated tangle of routing. The Ridership alternative actually seems worse than the transfer point-based status quo, as transfers to go in directions that don't use BRT (basically not focused on downtown or its endpoints) look significantly more complicated. This potentially worsens Madison's already poor service for "reverse commuters" and access to neighborhood services, particularly if we lack the ability to invest in quality locations to make transfers outside the BRT system.

Then there are the potential negative impacts on my own neighborhood--while overall I'd favor the “Coverage” model that maintains the most basic access to transit service in outlying areas, it has the effect of reducing bus service in my immediate area for reasons I don't quite understand; if you see the “job access change” heat map on page 40 of the study, the “Coverage” model significantly degrades service along Odana Road and east of Midvale--it essentially carves out a transit desert in the near west side.

Both proposals also strangely favor a main east/west routing that runs through mostly single-family homes along Tokay, while diverting away from currently well-served multi-family housing and commercial clusters around Whitney and Odana (see Route ‘D’ on the “ridership” concept map, Route 3 on “coverage”). I also rely on a commuter route, 55, which is currently anchored out of the West Transfer Point. It is unclear how that route fits in or whether it will change in the route proposal, particularly if the transfer point is eliminated.

Basically, I'm seeing this study and worried about the future viability of living car-free in this neighborhood that is currently well-served by transit. And if the effect on my neighborhood is any indicator, then I'm also concerned about how these route proposals will affect housing and job access for others around the city who are fully dependent on maintaining stable patterns of

bus service.

I realize these proposals are in a very preliminary state, but what I see so far is worrisome and doesn't hit some of the marks--both system-wide and local to my home--for actually being an improvement to our system. I hope Metro and our consultants at Jarrett Walker + Associates can come up with something much better than this initial proposal.

Thank you,

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