

From: [Mike Thomsen](#)
To: [Metro Redesign](#)
Subject: Network redesign survey tables
Date: Monday, January 31, 2022 11:29:46 AM

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

Good Day, All,

I looked over the survey tables included in this document

8. [2022-01 TransitNetworkRedesign_DraftPlanAppendices.pdf](#),

The number of people taking the survey is given in Table 1 is 2,894. I take that as the count for column "All." However, the number of people for each subcategory is not given. Could you please provide me with the counts for each subcategory for each table?

Thank you so much,

Mike

--

Mike Thomsen, President
Orchard Ridge Neighborhood Association

From: [Cechvala, Michael](#)
To: [Foster, Grant](#); [Eleanor Mayerfeld](#)
Cc: [Metro Redesign](#)
Subject: RE: Proposed change to the #6 bus route
Date: Tuesday, February 1, 2022 4:02:37 PM
Attachments: [image001.png](#)

Hi Eleanor, thanks for your question. Currently, Route 6 via Mineral Point Road connects East Washington and Livingston with Mineral Point and Owen, alternating Route 6's go via Tokay which you may use as well. In the draft map, during off peak times, from East Washington and either Blair or Paterson, you would take either of the BRT routes (Route A or Route B) downtown, where you would transfer to Route E. Routes A and B would have a combined headway of every 7.5 minutes or so while Route E would run every 30 minutes. Route E would stop at Midvale and Mineral Point Road, one block west of Owen Drive. This is path is the green line on the map below. During morning and afternoon peak times, however, you would be able to use Route X. Route X would stop near Mineral Point Road and Owen, and go directly to Johnson and Livingston, it is the tan line in the map. We're in the process of uploading the maps and documents to our website (www.mymetrobus.com/Redesign), they should be up tonight or tomorrow. You can also find the draft maps and documents [here](#), items #7 and 8. I hope this helps, if not, please let me know.



Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Foster, Grant
Sent: Tuesday, February 01, 2022 3:21 PM
To: Eleanor Mayerfeld
Cc: Cechvala, Michael
Subject: Re: Proposed change to the #6 bus route

Thanks. I've copied Mike Cechvala here to offer some insights on what the trip would look like with the redesign. Mike, can share more info on what the impact of the proposed changes would be for this trip?

Grant Foster
District 15 Alder
Madison Common Council
608-285-2519
<https://www.cityofmadison.com/council/district15/blog/>

From: Eleanor Mayerfeld <eleanormayerfeld@gmail.com>
Sent: Tuesday, February 1, 2022 15:16
To: Foster, Grant
Subject: Re: Proposed change to the #6 bus route

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

I typically travel between S Livingston St and S Owen Dr. Usually I ride in the early afternoon and late evening, but having flexibility to ride outside of peak times is really important for me.

On Tue, Feb 1, 2022 at 3:13 PM Foster, Grant <district15@cityofmadison.com> wrote:

Hi, Eleanor.

Can you share more about how you use this bus today? Where are you coming from and what times of the day do you normally travel?

Grant Foster

District 15 Alder

Madison Common Council

608-285-2519

<https://www.cityofmadison.com/council/district15/blog/>

From: Eleanor Mayerfeld <eleanomayerfeld@gmail.com>

Sent: Tuesday, February 1, 2022 15:10

To: Foster, Grant

Subject: Proposed change to the #6 bus route

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Hello Alder Foster,

I recently heard about a proposed change to the bus schedule where the #6 will no longer be running regularly down Mineral Point Rd. This would be a huge problem for me since I really rely on that bus both in order to get to work and to go see my parents. Please do not allow this change! It would be devastating to so many people who depend on that bus route.

Thank you,

Eleanor

From: [Cechvala, Michael](#)
To: [Metro Redesign](#)
Subject: FW: Proposed change to the #6 bus route
Date: Tuesday, February 1, 2022 4:51:12 PM
Attachments: [image001.png](#)

FYI for the file
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Eleanor Mayerfeld
Sent: Tuesday, February 01, 2022 4:50 PM
To: Cechvala, Michael
Cc: diane@mayerfeld.us; Michael Bell <1mikebell1@gmail.com>
Subject: Re: Proposed change to the #6 bus route

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

Your description confirms my fears. This route would take much longer and pose a significant obstacle in my life since I am usually not traveling at peak times. Please do not discontinue regular bus service along Mineral Point. What we need is more frequent bus service and elimination (or at the very least reduction) of fares city-wide.

Thank you,
Eleanor

On Tue, Feb 1, 2022 at 4:02 PM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

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Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Foster, Grant <district15@cityofmadison.com>
Sent: Tuesday, February 01, 2022 3:21 PM
To: Eleanor Mayerfeld <cleanormayerfeld@gmail.com>

Cc: Cechvala, Michael <MCechvala@cityofmadison.com>

Subject: Re: Proposed change to the #6 bus route

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Thank you,

Eleanor

From: [Furman, Keith](#)
To: [Metro Redesign](#); [Martin, Arvina](#)
Subject: FW: Proposed change to the #6 bus route
Date: Tuesday, February 1, 2022 5:45:50 PM

From: Furman, Keith
Sent: Tuesday, February 1, 2022 5:44 PM
To: 'Eleanor Mayerfeld'
Subject: RE: Proposed change to the #6 bus route

Eleanor,

I'll share your feedback with the network redesign team and I encourage you to attend upcoming meetings.

I wish there was more money for transit. It's so incredibly important. We have a structural deficit with our budget of \$10M-\$20M/year plus because the costs to run the City without changing anything continues to increase faster than the City's ability to raise taxes.

The midtown station was before my time, but it was built with debt, not operating funds.

Federal funding helped us in 2020 and has helped us plug deficits, but upcoming budgets won't have that benefit.

-Keith F.

Alder Keith Furman, 19th District, Madison, WI

district19@cityofmadison.com

[608-912-0000](tel:608-912-0000)

Subscribe to my blog: <http://www.cityofmadison.com/council/district19/blog/>

From: Eleanor Mayerfeld <eleanormayerfeld@gmail.com>

Sent: Tuesday, February 1, 2022 5:40 PM

To: Furman, Keith <district19@cityofmadison.com>

Subject: Re: Proposed change to the #6 bus route

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

Thanks for your response.

I called my alder about this, but he is not on the transit committee, so I am reaching out directly to alders who are. I have seen the maps, and while it is still possible to travel by bus, the reduced service and increased travel times will create a significant obstacle in my life. The X route doesn't help me because I rarely travel at peak times. I am asking you to oppose this change and push for increased service on the near west side (as well as throughout the city) in addition to elimination (or at the very least reduction) of bus fares. It is hard for me to believe that the city does not have enough money to do this in light of massive needless expenditures in recent years such as the opening of a new police station on Mineral Point. If we were able to offer fare-free bus travel during 2020, we can do it all the time. This is so important for low-income Madisonians like me who do not have a car, as well as being a crucial step to protect the environment. I'd also like to mention that while reducing public transit to higher-income areas like the near west side may be seen as clever and pragmatic, it is in fact segregationist and therefore bad.

Thank you,
Eleanor

On Tue, Feb 1, 2022 at 5:20 PM Furman, Keith <district19@cityofmadison.com> wrote:

Sorry, there is also an X that exists too that goes through Mineral Point.
-Keith F.

Alder Keith Furman, 19th District, Madison, WI

district19@cityofmadison.com

[608-912-0000](tel:608-912-0000)

Subscribe to my blog: <http://www.cityofmadison.com/council/district19/blog/>

From: Furman, Keith

Sent: Tuesday, February 1, 2022 5:19 PM

To: 'Eleanor Mayerfeld' <eleanomayerfeld@gmail.com>

Subject: RE: Proposed change to the #6 bus route

Got it. I was confused and thought I was your Alder and you lived in District 19.

You can still walk to Midvale and take a new E line:

[Draft Map \(legistar.com\)](#)

-Keith F.

Alder Keith Furman, 19th District, Madison, WI

district19@cityofmadison.com

[608-912-0000](tel:608-912-0000)

Subscribe to my blog: <http://www.cityofmadison.com/council/district19/blog/>

From: Eleanor Mayerfeld <eleanomayerfeld@gmail.com>

Sent: Tuesday, February 1, 2022 4:38 PM

To: Furman, Keith <district19@cityofmadison.com>

Subject: Re: Proposed change to the #6 bus route

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

Mineral Point and South Owen Drive.

On Tue, Feb 1, 2022 at 3:18 PM Furman, Keith <district19@cityofmadison.com> wrote:

See Page 26:

[View.ashx \(legistar.com\)](#)

Can you be more specific on where you're getting the bus on mineral point?

-Keith F.

Alder Keith Furman, 19th District, Madison, WI

district19@cityofmadison.com

[608-912-0000](tel:608-912-0000)

Subscribe to my blog: <http://www.cityofmadison.com/council/district19/blog/>

From: Eleanor Mayerfeld <eleanomayerfeld@gmail.com>

Sent: Tuesday, February 1, 2022 3:10 PM

To: Furman, Keith <district19@cityofmadison.com>

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Thank you,

Eleanor

From: Foster, Grant
To: Cechvala, Michael; Eleanor Mayerfeld
Cc: Metro Redesign
Subject: Re: Proposed change to the #6 bus route
Date: Tuesday, February 1, 2022 6:08:37 PM
Attachments: image001.png

Hi, Mike.

Can you provide a travel time estimate/range for the proposed network vs the current?

Grant Foster
District 15 Alder
Madison Common Council
608-285-2519

<https://www.cityofmadison.com/council/district15/blog/>

From: Cechvala, Michael
Sent: Tuesday, February 1, 2022 16:02
To: Foster, Grant; Eleanor Mayerfeld
Cc: Metro Redesign
Subject: RE: Proposed change to the #6 bus route

Hi Eleanor, thanks for your question. Currently, Route 6 via Mineral Point Road connects East Washington and Livingston with Mineral Point and Owen, alternating Route 6's go via Tokay which you may use as well. In the draft map, during off peak times, from East Washington and either Blair or Paterson, you would take either of the BRT routes (Route A or Route B) downtown, where you would transfer to Route E. Routes A and B would have a combined headway of every 7.5 minutes or so while Route E would run every 30 minutes. Route E would stop at Midvale and Mineral Point Road, one block west of Owen Drive. This is path is the green line on the map below. During morning and afternoon peak times, however, you would be able to use Route X. Route X would stop near Mineral Point Road and Owen, and go directly to Johnson and Livingston, it is the tan line in the map. We're in the process of uploading the maps and documents to our website (www.mymetrobus.com/Redesign), they should be up tonight or tomorrow. You can also find the draft maps and documents [here](#), items #7 and 8.

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Transportation Planner
City of Madison Department of Transportation

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Cc: Cechvala, Michael

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Thank you,
Eleanor

From: [Cechvala, Michael](#)
To: [Foster, Grant](#); diane@mayerfeld.us
Cc: [Metro Redesign](#)
Subject: RE: [D15] Bus route proposed changes
Date: Wednesday, February 2, 2022 8:48:12 AM

Hi Diane, thank you for your comments. The project has a website (www.mymetrobus.com/redesign) where you can find out more. We've recently completed the draft plan which will be on the website shortly. You can also sign up for updates and alerts for public meetings there. We will be hosting a handful of virtual meetings about this project over the next few months. You can also submit questions and comments to MetroRedesign@cityofmadison.com, that email goes directly to me and the project team.

The draft plan and maps are also on Legistar, you can access them here, see [items #7, 8, and 9](#), if they're not on the website yet.

<https://madison.legistar.com/LegislationDetail.aspx?ID=5149029&GUID=3C500572-3CA5-49EE-B2F1-416A309B0C49>

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Foster, Grant
Sent: Wednesday, February 02, 2022 7:16 AM
To: diane@mayerfeld.us
Cc: Cechvala, Michael
Subject: Re: [D15] Bus route proposed changes

Thanks for writing in on this, Diane.

Mike, can you see Diane's email below and share more info on the changes she should expect with the proposed changes? Is there a way for her to subscribe to updates so that she will be notified of public meetings and other opportunities for info? Thanks!

Grant Foster

District 15 Alder

Madison Common Council

608-285-2519

<https://www.cityofmadison.com/council/district15/blog/>

From: diane@mayerfeld.us <diane@mayerfeld.us>
Sent: Tuesday, February 1, 2022 22:06
To: Foster, Grant
Subject: [D15] Bus route proposed changes
Recipient: District 15, Grant Foster

Name: Diane Mayerfeld

Address: 445 S Owen Dr., Madison, WI 53711

Email: diane@mayerfeld.us

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

Message:

Hello Alder Foster,

I am very concerned to see that the City's proposed changes to bus routes will significantly reduce bus service to the Westmorland neighborhood, which is currently served by the number 6 line. Residents will have to walk either to Odana Rd. or north of the corner of Midvale Blvd. and Mineral Point Rd. Both routes are more than a half mile away from my house, and from most of the neighborhood. The proposed E route down Midvale Blvd. also does not go to the main part of the UW campus, to lower State St., or down the isthmus — the main destinations for my family and for many of my neighbors. It also takes a circuitous route, which will likely lengthen the trip to the capital by 5 to 10 minutes.

I hope you will advocate for bus service that continues to serve the residents of Westmorland and other neighborhoods that rely on the current number 6 bus.

Also, can you tell me if there are any upcoming meetings about the proposed changes to city bus service?

Thank you.

Diane Mayerfeld

From: [Alexander Wagner](#)
To: [Metro Redesign](#)
Subject: Commuter Routes on Draft Report
Date: Wednesday, February 2, 2022 4:43:47 PM

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

Hello,

The draft report is not clear about whether the proposed "Route Z" is proposed as a one way route or a two way route. Can you clarify this, both in your reply and on the website for everyone else? (The same ambiguity exists for "Route Y", although I am primarily concerned about "Route Z.") The draft report does specifically say that "Route X" is two way service.

I really, really hope that Route Z can be two way, although there is a comment on Page 27 of the report that makes it sound like it could be one way service going Downtown in the AM and towards Fitchburg in the PM.

If you look at the route, there are several major employers in the "outlying areas" served by Route Z, including the Department of Revenue, Exact Sciences, Agrace Hospice, and Promega among others. Before the pandemic, there were a number of "reverse commuters" taking Route 11, including myself, who live Downtown and work at the Department of Revenue, or the Exact Sciences location in the Rimrock area. By making Route Z a two way route, it could not only be a partial replacement for Route 49, but also for Route 11, which I used to take from Downtown to the Department of Revenue before the pandemic.

The draft report does specifically state that Route X is two way service. While it certainly doesn't hurt to have Route X as two way service, if Route X is two way and Route Z is only one way, that would seem to be kind of backwards, as the employment density on the north side would seem to be lower and I don't envision as many "reverse commuters" going from Downtown north along Route X, although I could be wrong about that.

-Alex Wagner

From: anything4BL@gmail.com
To: [Metro Redesign](#)
Date: Wednesday, February 2, 2022 5:18:36 PM

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

Is it possible to get an enlarged map showing the Capitol Square area routes in better detail? I just cannot tell from the citywide map how close buses and BRT will come to my job.

Thank you,

Michele Leighton
608-512-6273 cell

From: [Michele Leighton](#)
To: [Metro Redesign](#)
Subject: RE:
Date: Wednesday, February 2, 2022 6:18:30 PM

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

I guess I should specify that it's **Route D** that I can't tell from the map exactly where it goes to/from the Capitol Square area. What capitol area streets does Route D traverse heading EAST toward the capitol and also heading WEST away from the capitol?

From: anything4BL@gmail.com [mailto:anything4bl@gmail.com]

Sent: Wednesday, February 2, 2022 5:18 PM

To: MetroRedesign@cityofmadison.com

Subject:

Is it possible to get an enlarged map showing the Capitol Square area routes in better detail? I just cannot tell from the citywide map how close buses and BRT will come to my job.

Thank you,

Michele Leighton
608-512-6273 cell

From: [ELIZABETH A OSEID](#)
To: [Metro Redesign](#)
Subject: I find the time maps confusing. I would like clarification.
Date: Wednesday, February 2, 2022 6:26:46 PM

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

Hi Metro,

I am a regular user of the 23 bus from Sun Prairie to Capitol Square, and typically walk to my office from Capitol Square (about a mile) and do the reverse in the afternoon. My bus ride takes a mere 30 minutes to get to Capitol Square, and had good ridership per pandemic. It seems to be picking up again, which is great.

It appears that I will no longer be able to catch my bus at OKeefe and Linnerud – in summer I bike to the library and walk the rest of the way, a distance of 3 miles by bike. The distance by car to the park and ride is 4.5 miles, or 5 miles by bike. I am not sure how long that would take, as it depends to some extent on time at stoplights, but I will have to leave the house earlier for sure. Might not be feasible, depending on how long it takes to get to the P&R.

What I cannot determine from any of the maps is how long it would take for me to get to my place of employment, let's say Capitol Square. The advantage of a commuter route as I use now is that there are limited stops, so I do not spend so much time on the bus – this is a major consideration for a lot of bus users. Many would rather drive if the bus takes twice as long as driving. For example, I can drive to work in 20 minutes. Spending 30 minutes on a bus and having a bike ride and/or a walk at one or both ends is pleasant, but an hour on a bus feels like a waste of time. I used to take the 6 – it was awful, stopping ever block (it felt like) and so crowded that one often could not sit. I love the 23, though I realize it currently is not a high ridership route. I

want to start weighing my options if the future means sitting on a bus for a long time. I wonder about running some of the frequent busses as express busses with fewer stops during peak transit time, say 6:30-8:30 am and 3:30-6:30 PM or something like that. Maybe that is already part of the plan.

Elizabeth Oseid

Health Physicist

Office of Radiation Safety

21 N Park Street room 7269

Madison, WI 53715

608-219-2495

From: [K Janowski](#)
To: [Metro Redesign](#)
Subject: Thoughts on revised transit
Date: Wednesday, February 2, 2022 7:39:20 PM

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

Hello,

I definitely favor longer, direct routes with greater frequency, less need to transfer. I would rather walk a little further than have to wait at a stop for a longer period of time. I'm 63 and don't mind walking at all. Frequency is more important to me. I also don't want to have to transfer and wait again for a connecting bus just to travel a few miles.

A bus frequency of once per hour for some routes is really not very useful and I think routes should be altered in some way to make more sense in terms of frequency.

BRT is extremely important and I hope it's completed sooner rather than later.

I'm very disappointed in Madison's pitiful public transit options. I don't think they've much improved since the 1980s when I was a student at the University.

Karyn

From: [Barbara Bailly](#)
To: [Metro Redesign](#)
Subject: New Bus Routes
Date: Wednesday, February 2, 2022 7:56:37 PM

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

I live at Romnes Apartments, 540 W Olin Ave, at the corner of W Olin and Hickory. We have approximately 175 residents.

I have perused your draft email. It looks like Route 13 would be eliminated. If I'm reading correctly, that means we would have to walk to W Olin and S Park to catch a bus. If heading south, we would have to cross heavy traffic. (I hope I'm wrong.)

Many people at Romnes are elderly or handicapped. This would present a hardship to us, especially.

Will printed schedules and printed maps come back? In the beginning that would especially help.

Reply very much appreciated.
Barb Bailly

From: [rngstar@yahoo.com](mailto:rngrstar@yahoo.com)
To: [Metro Redesign](#)
Subject: Question about the Network Redesign
Date: Wednesday, February 2, 2022 9:21:15 PM

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

Is Epic canceling their bus route once the Network redesign starts? Currently it is 75, but I haven't seen any notes about if anything is replacing it in the emails/information that's being posted. There's a lot of info though and it's possible I've missed something. Thanks for your help!

Best regards,

Cheryl

From: [Susan Austin](#)
To: [Metro Redesign](#)
Subject: Yipes
Date: Thursday, February 3, 2022 7:41:44 AM

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

I am a senior who still works and relies on the bus. I cannot understand and can hardly see all your maps.

When you made Covid changes for route 73 so it left the Tokay terminal only ON the hour rather than the half hour it made it necessary to take the the Route 67 ride all around, drop me off at the stop at Gammon/Odana and left me 10 mins to speed walk 3 blocks to 6741 Odana where I work and I was always late.

I live on Kessel take the 50 to the terminal and on Sundays, take the 63 up Odana to Joann Fabrics and Crafts. The reverse is to go home. During the week I have to use the 67. A knee injury has kept me home for three months and next week is my first day back to work. I work one and a half hours to pay for a cab one way and you are my transportation. I need to ration my cab fare for bad weather.

Can you please tell me if you are going to make it harder for me to get to work?

Thanks, Susan Austin

From: [Kendra Gurnee](#)
To: [Metro Redesign](#)
Subject: Route 38 feedback
Date: Thursday, February 3, 2022 7:50:05 AM

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

Hello,

Thank you for posting the latest redesign maps and requesting feedback! One thing that seems to be missing from the report (on page 28, for example) is any mention of route 38 and how it's being addressed - a popular route that connects a number of east side neighborhoods to capitol square, campus, and the hospital. I'm guessing this is because the "existing network" is from early January 2021 when the route was on hiatus, but it's been running again since August 2021 (and very well-used! it often has to go past stops because it's full). It seems like someone from Lake Edge might have to make multiple transfers to get to the hospital? Appreciate if there's any way to address this route in your analysis.

-Kendra Gurnee

From: [Joseph Olson](#)
To: [Metro Redesign](#)
Subject: Cynical Comments of proposed changes
Date: Thursday, February 3, 2022 8:06:30 AM

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

I must congratulate you on the screwed-up mess you will create with the proposed routes

1. No service at Sherman Terrace area on Sherman avenue. Has anyone tried walking to catch a bus on the new bus routes?
2. No aberg avenue, no pick-and-save, and no grocery stores on the North side. Closest will be 2 bus transfers to woodman's
3. No stops at east towne only on E. Washington ave. I guess this is part of the plan to gentrify East towne mall.
4. No buses on Fish hatchery for SSMHealth clinic on Fish Hatchery.

The big question: How much will the City of Madison will make from selling off the land that was the transfer points?

I am guessing from 10-15 million.

From: [Doug Cotton](#)
To: [Metro Redesign](#)
Subject: response to the new plan
Date: Thursday, February 3, 2022 9:00:49 AM

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

I can see the ouchies -- the streets that won't be served any more, or more rarely -- but the advantages are obvious. This plan is a big improvement.

--

Dougles

From: [Cechvala, Michael](#)
To: ["K Janowski"; Metro Redesign](#)
Subject: RE: Thoughts on revised transit
Date: Thursday, February 3, 2022 9:13:45 AM

Thank you for these comments, Karyn.
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: K Janowski
Sent: Wednesday, February 02, 2022 7:39 PM
To: Metro Redesign
Subject: Thoughts on revised transit

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

Hello,

I definitely favor longer, direct routes with greater frequency, less need to transfer. I would rather walk a little further than have to wait at a stop for a longer period of time. I'm 63 and don't mind walking at all. Frequency is more important to me. I also don't want to have to transfer and wait again for a connecting bus just to travel a few miles.

A bus frequency of once per hour for some routes is really not very useful and I think routes should be altered in some way to make more sense in terms of frequency.

BRT is extremely important and I hope it's completed sooner rather than later.

I'm very disappointed in Madison's pitiful public transit options. I don't think they've much improved since the 1980s when I was a student at the University.

Karyn

From: [Cechvala, Michael](#)
To: "rngrstar@yahoo.com"; [Metro Redesign](#)
Subject: RE: Question about the Network Redesign
Date: Thursday, February 3, 2022 9:20:43 AM

Hi Cheryl, thank you for your question. The routes to Verona and Epic are not planned to change with the Transit Network Redesign. You can see them in a tan color still denoted as Routes 55 and 75 on the map.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: rngrstar@yahoo.com
Sent: Wednesday, February 02, 2022 9:21 PM
To: Metro Redesign
Subject: Question about the Network Redesign

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

Is Epic canceling their bus route once the Network redesign starts? Currently it is 75, but I haven't seen any notes about if anything is replacing it in the emails/information that's being posted. There's a lot of info though and it's possible I've missed something. Thanks for your help!

Best regards,

Cheryl

From: [Cechvala, Michael](#)
To: [Stuehrenberg, Justin](#); [Rusch, Mick](#)
Cc: [Metro Redesign](#)
Subject: RE: Metro Rider Update
Date: Thursday, February 3, 2022 9:24:22 AM

Yes, MetroRedesign@cityofmadison.com. I'm copying it so this one makes it into the record, which is what I usually do when I get one sent to me or Mymetrobus or whatever.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Stuehrenberg, Justin
Sent: Thursday, February 03, 2022 7:31 AM
To: Cechvala, Michael ; Rusch, Mick
Subject: Fw: Metro Rider Update

Just passing along. I can't remember, do we have a network redesign email address?

From: Michael D. Barrett <mikeb@urbanthoreau.com>
Sent: Wednesday, February 2, 2022 6:19 PM
To: madisonareabusadvocates@googlegroups.com
Cc: Stuehrenberg, Justin
Subject: Fwd: Metro Rider Update

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

Horrible plan. Lots of confusing loopdeeloops going nowhere. Back to Colin Conn's ratsnest routing. No understanding that bus riders actually want to go some*where*.

-Mike

http://www.facebook.com/help/delete_account

Begin forwarded message:

From: Metro Transit <noreply@cityofmadison.com>
Date: February 2, 2022 at 5:01:28 PM CST
To: mikeb@urbanthoreau.com
Subject: Metro Rider Update
Reply-To: Metro Transit <noreply@cityofmadison.com>

From: [Cechvala, Michael](#)
To: ["Susan Austin"; Metro Redesign](#)
Subject: RE: Yipes
Date: Thursday, February 3, 2022 9:32:39 AM

Hi Susan, thanks for your email. The answer depends on where you are coming from, and at what time.

Route A, the east-west BRT line, would come from downtown and serve a station at Mineral Point and Grand Canyon, where you could walk to Odana, every 15 minutes.

Route H travels the Beltline corridor, more or less, it comes up Gammon and would serve bus stops at Gammon and Odana every 30 minutes

Route X also comes from downtown but only operates during peak periods (6-8 am and 4-6 pm, roughly), but travels on Odana and would serve bus stops very close to your destination.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Susan Austin

Sent: Thursday, February 03, 2022 7:42 AM

To: Metro Redesign

Subject: Yipes

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

I am a senior who still works and relies on the bus. I cannot understand and can hardly see all your maps.

When you made Covid changes for route 73 so it left the Tokay terminal only ON the hour rather than the half hour it made it necessary to take the the Route 67 ride all around, drop me off at the stop at Gammon/Odana and left me 10 mins to speed walk 3 blocks to 6741 Odana where I work and I was always late.

I live on Kessel take the 50 to the terminal and on Sundays, take the 63 up Odana to Joann Fabrics and Crafts. The reverse is to go home.

During the week I have to use the 67. A knee injury has kept me home for three months and next week is my first day back to work. I work one and a half hours to pay for a cab one way and you are my transportation. I need to ration my cab fare for bad weather.

Can you please tell me if you are going to make it harder for me to get to work?

Thanks, Susan Austin

From: [Cechvala, Michael](#)
To: "[Kendra Gurnee](#)"; [Metro Redesign](#)
Subject: RE: Route 38 feedback
Date: Thursday, February 3, 2022 9:37:26 AM

Hi Kendra, thank you for your email.

Route 38 will be largely replaced by Route C in the draft network plan. Route C will go from Lake Edge (Atwood and Cottage Grove) through downtown and to the UW hospital every 15 minutes all day. Today, Route 38 only operates every 30 minutes and during peak periods only.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Kendra Gurnee

Sent: Thursday, February 03, 2022 7:50 AM

To: Metro Redesign

Subject: Route 38 feedback

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

Hello,

Thank you for posting the latest redesign maps and requesting feedback! One thing that seems to be missing from the report (on page 28, for example) is any mention of route 38 and how it's being addressed - a popular route that connects a number of east side neighborhoods to capitol square, campus, and the hospital. I'm guessing this is because the "existing network" is from early January 2021 when the route was on hiatus, but it's been running again since August 2021 (and very well-used! it often has to go past stops because it's full). It seems like someone from Lake Edge might have to make multiple transfers to get to the hospital?

Appreciate if there's any way to address this route in your analysis.

-Kendra Gurnee

From: [Cechvala, Michael](#)
To: [Metro Redesign](#)
Subject: FW: Happy Monday [redesign response]
Date: Thursday, February 3, 2022 9:38:15 AM
Attachments: [image001.png](#)

Forwarding to the redesign email
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Stuehrenberg, Justin
Sent: Thursday, February 03, 2022 8:05 AM
To: Will Thomas ; Cechvala, Michael ; Rusch, Mick ; Sobota, Timothy
Subject: Re: Happy Monday [redesign response]

Hi Will, thanks for reaching out. The Network Redesign is not a service expansion, it's a reorganization. You'll see in this map that that we aren't serving anywhere that isn't already served. This redesign doesn't come with additional resources.

As I think we briefly discussed before, we do have partnerships with private entities where they pay to bring additional service. We'd certainly be willing to discuss that, if it is something you are interested in. However, we are having the same hiring challenges that you are, so it's likely not something we could do in the short term.

Let us know if you'd like to discuss in more detail.

Thanks,
Justin

From: Will Thomas <will.thomas@fedex.com>
Sent: Thursday, February 3, 2022 6:18 AM
To: Cechvala, Michael; Rusch, Mick; Sobota, Timothy
Cc: Stuehrenberg, Justin
Subject: RE: Happy Monday [redesign response]

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

Good morning guys,

I hope everyone is doing well. I know it has been a long time since we have talked, so I hope you didn't forget about me

Just a brief summary. I am the plant manager and operate the FedEx Ground facility in Madison. I was hoping to get a voice in the redesign to get a bus stop closer to our station to open up job opportunities for our community. Our location is 7322 Manufacturers Drive, just up the road from the new metro maintenance building(our old location).

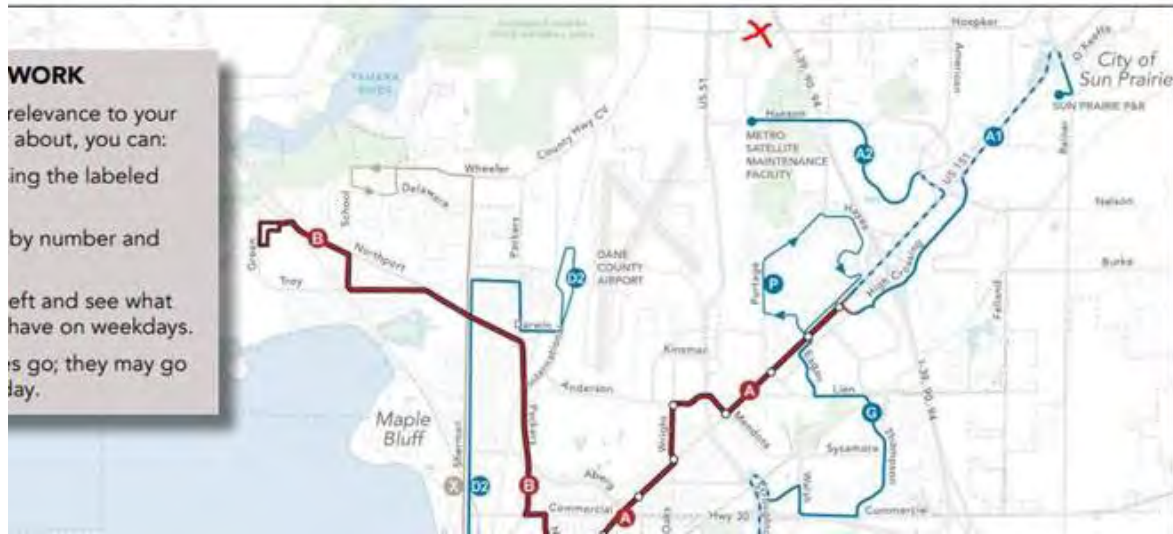
I saw the redesign map for the first time this morning and unfortunately I do not see a bus route that would help in our scenario. I don't really see any change to that entire area. I know this was a tall ask and wasn't optimistic. Is there anything that can be done at this point to help our cause?

Thanks

Below is where a bus stop would help, the red X.

WORK

relevance to your
about, you can:
ing the labeled
by number and
eft and see what
have on weekdays.
s go; they may go
day.



William Thomas | Senior Manager ZMAD | FedEx Ground | office 608.287.3176 | mobile 612.518.1905
7322 Manufacturers Drive, Madison, WI 53704 | fedex.com

From: Cechvala, Michael <MCechvala@cityofmadison.com>

Sent: Thursday, May 27, 2021 6:04 PM

To: Will Thomas <will.thomas@fedex.com>; Rusch, Mick <MRusch@cityofmadison.com>; Sobota, Timothy <TSobota@cityofmadison.com>

Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>

Subject: [EXTERNAL] RE: Happy Monday [redesign response]

Caution! This email originated outside of FedEx. Please do not open attachments or click links from an unknown or suspicious origin.

Sounds good, let's meet then, I'll send out a calendar invite. Let's meet via Zoom if that's ok with you. If it's a problem, let me know. Thanks.

<https://cityofmadison.zoom.us/j/97139706723?pwd=MU1YRTZCRDBrKzKxWS9CeXFSWnpOZz09>

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Will Thomas <will.thomas@fedex.com>

Sent: Thursday, May 27, 2021 12:58 PM

To: Cechvala, Michael <MCechvala@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>; Sobota, Timothy <TSobota@cityofmadison.com>

Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>

Subject: RE: Happy Monday [redesign response]

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

Good afternoon,

I can do 1000 on 6/1. Where would you like to meet? We can do it here at my new facility if you would like to come see it?

Thanks



William Thomas | Senior Manager ZMAD | FedEx Ground | office 608.287.3176 | mobile 612.518.1905
7322 Manufacturers Drive, Madison, WI 53704 | <http://fedex.com>

From: Cechvala, Michael <MCechvala@cityofmadison.com>

Sent: Thursday, May 27, 2021 11:42 AM

To: Will Thomas <will.thomas@fedex.com>; Rusch, Mick <MRusch@cityofmadison.com>; Sobota, Timothy <TSobota@cityofmadison.com>

Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>

Subject: [EXTERNAL] RE: Happy Monday [redesign response]

Caution! This email originated outside of FedEx. Please do not open attachments or click links from an unknown or suspicious origin.

Will, we'd like to meet with you to get a better understanding of your request for Metro service. We can also share some very rough cost information with you.

I would like to let you know ahead of time that it's not possible for us to begin service in the time frame you mentioned. I can't tell you a definite time when we could start service, but it would not be for some time due to several factors: approval schedules, driver availability and assignment protocols, the transit network redesign, and other factors. We can discuss in more detail.

However we look forward to meeting with you. Are you free any of these times next week?

Tues June 1, 9:30-1

June 3, 11-noon

June 4, after 2 pm

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Will Thomas <will.thomas@fedex.com>

Sent: Tuesday, May 25, 2021 9:44 AM

To: Cechvala, Michael <MCechvala@cityofmadison.com>

Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>

Subject: RE: Happy Monday [redesign response]

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

Great. Thanks



William Thomas | Senior Manager ZMAD | FedEx Ground | office 608.287.3176 | mobile 612.518.1905

7322 Manufacturers Drive, Madison, WI 53704 | <http://fedex.com>

From: Cechvala, Michael <MCechvala@cityofmadison.com>

Sent: Tuesday, May 25, 2021 9:16 AM

To: Will Thomas <will.thomas@fedex.com>

Cc: Stuehrenberg, Justin <JStuehrenberg@cityofmadison.com>; Rusch, Mick <MRusch@cityofmadison.com>

Subject: [EXTERNAL] RE: Happy Monday [redesign response]

Caution! This email originated outside of FedEx. Please do not open attachments or click links from an unknown or suspicious origin.

Will, let us talk about this internally and hopefully we can talk about options. One of the three of us on this email will get back to you. Thanks again for reaching out and I hope we can be a part of your solution.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Will Thomas <will.thomas@fedex.com>

Sent: Tuesday, May 25, 2021 4:27 AM

To: Cechvala, Michael <MCechvala@cityofmadison.com>; BRT marketing group <BRT@cityofmadison.com>

Subject: RE: Happy Monday [redesign response]

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

Thank you for the timely response. I just signed up for email alerts and will stay up to date. Looking at the website this project appears to be quite a ways out and I was hoping for something much sooner...like next month. I will wait patiently for the redesign, but in the meantime are there any other alternatives? I just joined forces with UW Health to work on the traffic infrastructure and access to our area for public transportation. They mentioned that they pay for a bus route for the hospital on Hanson Rd. I was wondering if that was an option for us as well? I would be willing to talk about paying for a stop at or near our location. Let me know if that is something we can discuss in more detail.

Please reach out any time to look further into this request. We are in desperate need for affordable transportation that is close to our building. I think the closest stop is over 2 miles away. We run 3 shifts and are open basically 24/7. This would be a big win for our community.

Thank you!!!



William Thomas | Senior Manager ZMAD | FedEx Ground | office 608.287.3176 | mobile 612.518.1905
7322 Manufacturers Drive, Madison, WI 53704 | <http://fedex.com>

From: Cechvala, Michael <MCechvala@cityofmadison.com>

Sent: Tuesday, May 25, 2021 1:38 AM

To: Will Thomas <will.thomas@fedex.com>; BRT marketing group <BRT@cityofmadison.com>

Subject: [EXTERNAL] RE: Happy Monday [redesign response]

Caution! This email originated outside of FedEx. Please do not open attachments or click links from an unknown or suspicious origin.

Hi Will, yes you have contacted the right people. There are two projects going on right now: the BRT project which is building BRT along the main east-west corridor between West Towne and East Towne, and the Transit Network Redesign project, which will redraw the bus network map to make the rest of the system better, faster, and easier to use. The Transit Network Redesign will look into this and other coverage gaps in the city as well as try to improve frequency, which are competing goals. I will add that there is no existing bus service on Manufacturer's Drive, and extending routes and adding new service is difficult.

The Transit Network Redesign website, www.mymetrobus.com/redesign, has more information and you can sign up for email updates, which I would encourage you to do. I may contact you in the future as we look into this request.

Thank you, if you have any questions, feel free to contact me.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Will Thomas <will.thomas@fedex.com>

Sent: Monday, May 24, 2021 12:04 PM

To: BRT marketing group <BRT@cityofmadison.com>

Subject: Happy Monday

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

Good morning to whom it may concern,

My name is Will and I manage the new FedEx facility that just opened over by the airport. I am hoping to get into to contact with someone I can talk with about adding a bus stop at or closer to our new facility. Is this the right group? We are located at 7322 Manufacturers Drive, just north of the airport on Hwy 51.

We house nearly 1000 people a day in and out and could use a form of public transportation to help open up our interested workforce and provide good paying jobs to those that struggle to provide their own transportation. I would love to speak with someone about what options we have or what we can do to open more options up.

Thank you for your time and hope to hear from you soon.

Thanks



William Thomas | Senior Manager ZMAD | FedEx Ground | office 608.287.3176 | mobile 612.518.1905
7322 Manufacturers Drive, Madison, WI 53704 | <http://fedex.com>

From: [Cechvala, Michael](#)
To: ["Joseph Olson"; Metro Redesign](#)
Subject: RE: Cynical Comments of proposed changes
Date: Thursday, February 3, 2022 9:39:55 AM

Hi Joseph, thank you for your comments.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Joseph Olson

Sent: Thursday, February 03, 2022 8:06 AM

To: Metro Redesign

Subject: Cynical Comments of proposed changes

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

I must congratulate you on the screwed-up mess you will create with the proposed routes

1. No service at Sherman Terrace area on Sherman avenue. Has anyone tried walking to catch a bus on the new bus routes?
2. No aberg avenue, no pick-and-save, and no grocery stores on the North side. Closest will be 2 bus transfers to woodman's
3. No stops at east towne only on E. Washington ave. I guess this is part of the plan to gentrify East towne mall.
4. No buses on Fish hatchery for SSMHealth clinic on Fish Hatchery.

The big question: How much will the City of Madison will make from selling off the land that was the transfer points?

I am guessing from 10-15 million.

From: [Cechvala, Michael](#)
To: ["Erica Throneburg"](#)
Cc: [Lynch, Thomas](#); [Metro Redesign](#)
Subject: RE: Concern about bus route changes
Date: Thursday, February 3, 2022 9:54:05 AM

Hi Erica, thanks for your email. Transportation Director Tom Lynch forwarded your email to me. Thanks for these comments, I've shared them with the rest of the Transit Network Redesign team.
Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Erica Throneburg <erica.tburg@gmail.com>

Sent: Wednesday, February 2, 2022 10:52 PM

To: Lynch, Thomas <TLynch@cityofmadison.com>

Subject: Concern about bus route changes

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

I'm incredibly disappointed to see the possible bus route changes and the impact on the Westmorland neighborhood where we live. My husband and I both take the bus to work, him at UW and me at Meriter Hospital. My 7am bus (route 6 that goes on Tokay) is typically quite full and often standing room only at 4pm on the way home. This route will be completely eliminated in both renderings of the updated bus map. I acknowledge we are one family in a privileged community but the bus allowed us to be a single car family for years and allows us to greatly reduce the need to use a car every day. Our kids view taking the bus as how a person gets to work. If we don't invest more in the transport systems that are necessary for the future, such as increased public transportation options, that's a shame. I'm urging the Transportation Board to reconsider this huge overhaul of the bus routes and maintain more of the previous local routes.

Thank you,
Erica Throneburg

From: [Cechvala, Michael](#)
To: ["Barbara Bailly"; Metro Redesign](#)
Subject: RE: New Bus Routes
Date: Thursday, February 3, 2022 9:55:41 AM

Hi Barbara, thank you for these comments. Yes, the nearest bus stop to 540 W Olin would be at Olin and Park. Our plan is to have printed materials available again when the Transit Network Redesign is implemented.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Barbara Bailly

Sent: Wednesday, February 02, 2022 7:56 PM

To: Metro Redesign

Subject: New Bus Routes

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

I live at Romnes Apartments, 540 W Olin Ave, at the corner of W Olin and Hickory.

We have approximately 175 residents.

I have perused your draft email. It looks like Route 13 would be eliminated.

If I'm reading correctly, that means we would have to walk to W Olin and S Park to catch a bus. If heading south, we would have to cross heavy traffic. (I hope I'm wrong.)

Many people at Romnes are elderly or handicapped. This would present a hardship to us, especially.

Will printed schedules and printed maps come back? In the beginning that would especially help.

Reply very much appreciated.

Barb Bailly

From: [signe knudsen](#)
To: [Metro Redesign](#)
Subject: Troy gardens eliminated from route.
Date: Thursday, February 3, 2022 9:58:00 AM

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

I garden at Troy Gardens. I have been happy that the bus goes there from Sherman which is a few blocks from my home. I see that now Troy Gardens will be eliminated from any bus route. Many adults and children rely on having that bus access. I often have things to bring to the garden and things to take from the garden. I'm 73 and cannot easily walk from the proposed turn around on Green with a load and it looks like I would have to make a change at Northport as well. It would be nice if you could find a way to keep the Sherman bus to Troy Garden.
Signe

[Sent from Yahoo Mail on Android](#)

From: [Cechvala, Michael](#)
To: ["signe knudsen"; Metro Redesign](#)
Subject: RE: Troy gardens eliminated from route.
Date: Thursday, February 3, 2022 9:59:12 AM

Hi Signe, thank you for these comments.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: signe knudsen

Sent: Thursday, February 03, 2022 9:58 AM

To: Metro Redesign

Subject: Troy gardens eliminated from route.

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

I garden at Troy Gardens. I have been happy that the bus goes there from Sherman which is a few blocks from my home. I see that now Troy Gardens will be eliminated from any bus route. Many adults and children rely on having that bus access. I often have things to bring to the garden and things to take from the garden. I'm 73 and cannot easily walk from the proposed turn around on Green with a load and it looks like I would have to make a change at Northport as well. It would be nice if you could find a way to keep the Sherman bus to Troy Garden.
Signe

[Sent from Yahoo Mail on Android](#)

From: [Zachary Johnson](#)
To: [Metro Redesign](#)
Subject: Transit Redesign Plan Feedback
Date: Thursday, February 3, 2022 10:33:04 AM

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

When I first saw this plan, I was ecstatic! I have been a bus rider in Madison (without a car) for the past 10 years, and never thought we would be getting to this point. I thought that bus riding would always just be something that was characterized by long wait times, confusing routes, and missed transfers and buses that would strand you somewhere for a minimum of an hour. But the clear focus on frequency of buses with this redesign completely resolves those issues and makes bus riding convenient! I really never thought I would have seen that in my lifetime (and I'm just turning 30 this year)! My only hope is that Madison doesn't pick this plan apart so much that it becomes impossible to implement and watered down so that there is no longer any frequency in buses.

Thank you so much to all who have worked on this! I am blown away by the changes, and I sincerely hope they are able to be implemented. It finally feels like we will have a bus network designed by someone who regularly rides a bus!

If you know when this plan will come to a vote in the common council or in different committees, I would like to know so I can attend those meetings and voice support for this plan.

-Zach Johnson

From: [Cechvala, Michael](#)
To: "[Zachary Johnson](#)"; [Metro Redesign](#)
Subject: RE: Transit Redesign Plan Feedback
Date: Thursday, February 3, 2022 10:45:31 AM

Thank you for your comments Zack. You can stay informed about meetings, etc, by signing up for email updates on the website, www.mymetrobus.com/redesign.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Zachary Johnson

Sent: Thursday, February 03, 2022 10:33 AM

To: Metro Redesign

Subject: Transit Redesign Plan Feedback

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

When I first saw this plan, I was ecstatic! I have been a bus rider in Madison (without a car) for the past 10 years, and never thought we would be getting to this point. I thought that bus riding would always just be something that was characterized by long wait times, confusing routes, and missed transfers and buses that would strand you somewhere for a minimum of an hour. But the clear focus on frequency of buses with this redesign completely resolves those issues and makes bus riding convenient! I really never thought I would have seen that in my lifetime (and I'm just turning 30 this year)! My only hope is that Madison doesn't pick this plan apart so much that it becomes impossible to implement and watered down so that there is no longer any frequency in buses.

Thank you so much to all who have worked on this! I am blown away by the changes, and I sincerely hope they are able to be implemented. It finally feels like we will have a bus network designed by someone who regularly rides a bus!

If you know when this plan will come to a vote in the common council or in different committees, I would like to know so I can attend those meetings and voice support for this plan.

-Zach Johnson

From: [Mymetrobus](#)
To: [Metro Redesign](#)
Subject: FW: draft transit network changes
Date: Thursday, February 3, 2022 10:54:45 AM

Came through the mymetrobus account:

-----Original Message-----

From: Clifford Blackwell <ceblackwell3@gmail.com>
Sent: Wednesday, February 02, 2022 7:15 PM
To: Mymetrobus <MEMyMetroBus@cityofmadison.com>
Subject: draft transit network changes

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

Hello,

I am a blind computer user and Metro bus rider. I tried reviewing the draft report of the changes to be proposed to the bus system. I offer the following observations.

While well written, the report relies almost entirely on maps to identify routes, existing and future. Unfortunately, as a blind person, I cannot successfully access this information in this format.

I hoped that I would find a route by route comparison in some text form, but did not find such an explanation. I'm feeling left out and have no idea of what, if anything, the proposed changes will mean to my bus use.

I note that there is some discussion of the need to make certain infrastructure improvements to make pedestrian and user safer and more convenient. These changes are not fully identified. While if there was an elimination of my service (along the Rutledge Street corridor), I doubt that I could safely access bus service along the Williamson Street/Winnebago Street corridor in any meaningful manner.

Before I could be enthusiastic about these proposed changes, I would need to know that my safety is assured.

The report sets forth several surveys that were undertaken to judge user interest. The surveys were not especially accessible to people using a screen reader. When I inquired about this, there was a passing attempt to make the survey accessible that was unsuccessful and my concern was not further recognized. I was told there would be more surveys that I could participate in, but I have seen none to date.

Essentially, I was told that the survey designer was sorry. However, there was no alternative method for me to express my opinion.

I'm left, as a blind person, with the feeling that my concerns and use of the bus system are not being considered or will not be so in the future. I admit to feeling fairly cranky these days, but it feels more as if Metro is planning without considering the needs of its entire population. I don't know if the paratransit system will also receive redesign to make it more useful or not. I have heard nothing in this whole process to indicate that the needs of Metro's disabled riders are going to be considered. This is typified by the emphasis in the report that more people may have just a little longer to go to reach a bus with more frequent service. However, that statement does not consider the impact of that additional distance for someone in a wheelchair or walker or using a cane for mobility. These are important considerations especially in the ice, cold and snow of a Madison winter or in the heat of a summer heat wave.

I hope that future drafts of the proposed changes will take my concerns into account and result in a system that truly meets the needs of all of Metro's users.

Thank you.

Clifford E. Blackwell, III

From: [Ben Nerad](#)
To: [Metro Redesign](#)
Subject: Writing in support of ridership alternative but with a question (Willy to Atwood)
Date: Thursday, February 3, 2022 11:07:38 AM

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

Hello,

I'm writing in support of a bus route redesign that prioritizes ridership over coverage. I think this is the best option to reduce car trips and increase bus trips.

That said, I did see that with the ridership option being presented, there is no longer a route that goes down Willy St and continues on to Atwood. Can you tell me why that is? It seems like a very typical route that is taken from downtown so I found it odd that it is not included.

Thanks,
Ben Nerad
209 Division St., Madison

From: [Cechvala, Michael](#)
To: ["Ben Nerad": Metro Redesign](#)
Subject: RE: Writing in support of ridership alternative but with a question (Willy to Atwood)
Date: Thursday, February 3, 2022 11:09:14 AM

Hi Ben, thanks for your comment and question. We're showing a handful of routes crossing over at First Street, this will provide an opportunity for people to make transfers to BRT and other local routes. So with the redesign, Atwood service would be connected to Johnson/Gorham, rather than Willy and Jenifer Street.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Ben Nerad

Sent: Thursday, February 03, 2022 11:07 AM

To: Metro Redesign

Subject: Writing in support of ridership alternative but with a question (Willy to Atwood)

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

Hello,

I'm writing in support of a bus route redesign that prioritizes ridership over coverage. I think this is the best option to reduce car trips and increase bus trips.

That said, I did see that with the ridership option being presented, there is no longer a route that goes down Willy St and continues on to Atwood. Can you tell me why that is? It seems like a very typical route that is taken from downtown so I found it odd that it is not included.

Thanks,

Ben Nerad

209 Division St., Madison

From: [Barden, Pat - DWD](#)
To: [Metro Redesign](#)
Subject: Draft Plan for Network Redesign
Date: Thursday, February 3, 2022 11:42:00 AM

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

If your intention was to confuse and baffle with this redesign plan, you have succeeded. Luckily I don't depend on Metro Transit often, and it appears that's a good choice. Trying to get around this small city by transit is a nightmare in time and energy and I stopped using it long ago except on rare occasions. The last time I took Route 6 from the square it took almost 50 minutes to get to East Towne Mall. Ridiculous!!! I hope it works well for the people who depend on this transit daily.

Thank You~
Pat Barden

From: [Cechvala, Michael](#)
To: [Metro Redesign](#)
Subject: FW: Writing in support of ridership alternative but with a question (Willy to Atwood)
Date: Thursday, February 3, 2022 12:00:53 PM

Forwarding to the file.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Ben Nerad
Sent: Thursday, February 03, 2022 12:00 PM
To: Cechvala, Michael
Subject: Re: Writing in support of ridership alternative but with a question (Willy to Atwood)

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

Understood, and thanks again for the quick response.

Based on my experience, there are a number of bus riders in the Atwood / Eastmooreland neighborhoods who ride the bus downtown to work out of convenience. They could afford to pay for parking downtown, but with the current bus routes easy to get on and get straight to the square it's hard to justify driving. I'm concerned that with this transition to a new transfer point from a large population center on the near east side going downtown, bus riders will change their decision and just pay for parking so as to avoid the transfer.

I appreciate the city taking feedback on this issue.

Ben Nerad

209 Division St, Madison, WI 53704

On Thu, Feb 3, 2022 at 11:51 AM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

It's very hard to predict quantitatively how many people will have to transfer with the old and new plan. Overall we think there will be far less transferring with the longer, straighter routes and without the transfer points. There will be some changes, for example, although people on the Willy Street side of the isthmus will have to walk a bit longer or transfer to get to Atwood, people on the Johnson/Gorham side will not have to transfer anymore. Conversely people on Willy Street will no longer have to transfer to get to the airport, they will have a direct trip.

Mike Cechvala

Transportation Planner
City of Madison Department of Transportation

From: Ben Nerad <bmnerad@gmail.com>
Sent: Thursday, February 03, 2022 11:31 AM
To: Cechvala, Michael <MCechvala@cityofmadison.com>
Subject: Re: Writing in support of ridership alternative but with a question (Willy to Atwood)

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

Thanks. Has the city done any analysis to show the number of riders who previously did not have to transfer but would be required to under this proposal? It seems like a sizeable number of bus commuters in the SASY and Eastmooreland neighborhoods would be affected by this and I'd be concerned that a new transfer would cause some of these riders to transition to car instead of bus trips.

On Thu, Feb 3, 2022 at 11:15 AM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

Correct.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Ben Nerad <bmnerad@gmail.com>

Sent: Thursday, February 03, 2022 11:13 AM

To: Cechvala, Michael <MCechvala@cityofmadison.com>

Subject: Re: Writing in support of ridership alternative but with a question (Willy to Atwood)

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

Thanks for the quick response. So under that design, if for example I wanted to go from the capitol to the Barrymore theater, I would need to either walk to Johnson and pick up a "C" bus there, or take the A, B, or D to first then transfer to the C?

On Thu, Feb 3, 2022 at 11:09 AM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

Hi Ben, thanks for your comment and question. We're showing a handful of routes crossing over at First Street, this will provide an opportunity for people to make transfers to BRT and other local routes. So with the redesign, Atwood service would be connected to Johnson/Gorham, rather than Willy and Jenifer Street.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Ben Nerad <bmnerad@gmail.com>

Sent: Thursday, February 03, 2022 11:07 AM

To: Metro Redesign <MetroRedesign@cityofmadison.com>

Subject: Writing in support of ridership alternative but with a question (Willy to Atwood)

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

Hello,

I'm writing in support of a bus route redesign that prioritizes ridership over coverage. I think this is the best option to reduce car trips and increase bus trips.

That said, I did see that with the ridership option being presented, there is no longer a route that goes down Willy St and continues on to Atwood. Can you tell me why that is? It seems like a very typical route that is taken from downtown so I found it odd that it is not included.

Thanks,

Ben Nerad

209 Division St., Madison

From: [David Bizot](#)
To: [Metro Redesign](#)
Subject: Comments on Metro Redesign
Date: Thursday, February 3, 2022 12:24:52 PM

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

I'm offering these comments on the draft transit network redesign. In general, I'm pleased to see this effort, as I think the network is in need of some re-envisioning. I applaud the planners for the time and effort they have put into this plan so far, and am supportive generally of what the plan is trying to accomplish.

Having said that, I'd assess this proposed revision as pretty awesome for anyone living with 1/4 mile of any route providing service every 30 mins or less - but pretty lousy for anyone else. Only time will tell, but I say that it's far from certain that the potential increases in ridership will offset the almost certain decreases from current riders that will be losing easy access to bus lines, particularly your commuters.

I've several specific comments and requests for your consideration:

1. Please create additional maps showing 45 min travel times during **weekday peak hour**. This is really important. I understand the reasoning given for selecting noon weekday time for the maps, and that's great; thank you for thinking of those users. However, the majority of your current system riders use the network to commute downtown or to the university during weekday peak times, and these maps do nothing to help them understand how these changes will impact them. Please consider this large transit constituency by creating and posting peak hour maps. In addition, creating similar maps for a weekend day (say, Saturday service) would provide an even more complete picture of the impacts of these changes.
2. The plan does not seem to take into account the well-documented transit maxim that you will lose system users when they have to transfer (e.g., the more a person has to transfer, the less likely they will use transit at all). This plan adds a LOT of (on-street) transfers, at the expense of "one seat" routes to places like downtown. Has the loss of ridership due to the imposition of additional transfers been estimated, and is it reflected in the plan? If not, please do so. I'm sure that many people with current "one seat" service will make another choice if they have to wait 15-20 mins for a mid-trip street transfer, especially during our long winters.
3. The plan notes that "Pre-BRT" lines will run every 15 mins or better. But that's the exact same level of service BRT is expected to provide! I'm a big supporter of BRT, but even I'm confused now as to why BRT is needed if we can get the same level of service, on the same routes, without it. I'm assuming there are differences - for example, BRT will likely provide more capacity (because of larger buses), all else being equal. However, this redesign effort does not seem to recognize this difference, as it treats pre-BRT and BRT service the same. Can the existing rolling stock to be used on the pre-BRT routes have the capacity to handle the increased ridership this plan will put on it? If we aren't sure about this, would it not make more sense to roll out any changes only after BRT is up and running?
4. I've observed some bus riders to "park and ride" on some outlying residential streets (for example, along Route 15) to take the bus to/from downtown. I understand and support this practice, and there appears to be a sizable number of people who use the bus this way. However, consolidating routes to major thoroughfares (and away from residential streets) will make this harder to do; businesses along major roads understandably frown on this practice, and in many cases prohibit it outright. Metro should recognize this phenomenon and ensure it is addressed in the redesign. For example, you should identify potential park and ride locations that are "in-line" major routes, rather than just near the outer termini. This will also help the people who will be losing residential street service, in that they could, say, drive a mile and park near a higher-frequency stop, rather than wait for infrequent service closer by (or, in some cases, do this so that they can access bus service at all).
5. The plan notes that service reductions will mostly impact lower density areas populated with higher-

income households. I would agree. This appears to be saying, nicely, that these people can afford not to take the bus. Even if true, that is a poor reason to deprioritize service. There are many other reasons people choose to take transit, including convenience, cost, and impact on the environment, just to name a few. Please assess how reductions in service in these areas might increase POV trips and traffic from these areas.

6. For your "commuter lines" the longer you can stretch out that peak hour service, or have it come more frequently, the better. Please prioritize expanding those times as resources become available.

7. I've observed that buses from my far west side location can be standing room only (both ways) with people getting to/from UW during the rush hours. You need to ensure that those getting to the university who live in (I assume) outlying multiunit housing can get to campus without having full buses pass them by. I'm concerned this proposal packs everyone into a few lines and the capacity just won't be there at peak times for this university crowd, in particular.

Thank you for the opportunity to comment on this plan.

David Bizot
Madison

From: [Cechvala, Michael](#)
To: ["David Bizot"; Metro Redesign](#)
Subject: RE: Comments on Metro Redesign
Date: Thursday, February 3, 2022 12:43:33 PM

Thanks for your comments, David. On #3 we're implementing the redesign earlier than BRT because implementing both at the same time would be very difficult. Doing the redesign first allows us to get that done and make any adjustments before BRT comes online. There will be a period of a year where we're running the BRT service with normal buses, which could be a challenge, but this will still be an increase in service and capacity in the system's core over what is available today.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: David Bizot
Sent: Thursday, February 03, 2022 12:25 PM
To: Metro Redesign
Subject: Comments on Metro Redesign

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

I'm offering these comments on the draft transit network redesign. In general, I'm pleased to see this effort, as I think the network is need of some re-envisioning. I applaud the planners for the time and effort they have put into this plan so far, and am supportive generally of what the plan is trying to accomplish. Having said that, I'd assess this proposed revision as pretty awesome for anyone living with 1/4 mile of any route providing service every 30 mins or less - but pretty lousy for anyone else. Only time will tell, but I say that it's far from certain that the potential increases in ridership will offset the almost certain decreases from current riders that will be losing easy access to bus lines, particularly your commuters. I've several specific comments and requests for your consideration:

1. Please create additional maps showing 45 min travel times during **weekday peak hour**. This is really important. I understand the reasoning given for selecting noon weekday time for the maps, and that's great; thank you for thinking of those users. However, the majority of your current system riders use the network to commute downtown or to the university during weekday peak times, and these maps do nothing to help them understand how these changes will impact them. Please consider this large transit constituency by creating and posting peak hour maps. In addition, creating similar maps for a weekend day (say, Saturday service) would provide an even more complete picture of the impacts of these changes.
2. The plan does not seem to take into account the well-documented transit maxim that you will lose system users when they have to transfer (e.g., the more a person has to transfer, the less likely they will use transit at all). This plan adds a LOT of (on-street) transfers, at the expense of "one seat" routes to places like downtown. Has the loss of ridership due to the imposition of additional transfers been estimated, and is it reflected in the plan? If not, please do so. I'm sure that many people with current "one seat" service will make another choice if they have to wait 15-20 mins for a mid-trip street transfer, especially during our long winters.
3. The plan notes that "Pre-BRT" lines will run every 15 mins or better. But that's the exact same level of service BRT is expected to provide! I'm a big supporter of BRT, but even I'm confused now as to why BRT is needed if we can get the same level of service, on the same routes, without it. I'm assuming there are differences - for example, BRT will likely provide more capacity (because of larger buses), all else being equal. However, this redesign effort does not seem to recognize this difference, as it treats pre-BRT and BRT service the same. Can the existing rolling stock to be used on the pre-BRT routes have the capacity to handle the increased ridership this plan will put on it? If we aren't sure about this, would it not make more sense to roll out any changes only after BRT is up and running?
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Thank you for the opportunity to comment on this plan.

David Bizot

Madison

From: [Becky Granger](#)
To: [Metro Redesign](#)
Subject: Question about SASY to downtown
Date: Thursday, February 3, 2022 1:06:54 PM

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

Hi,

I'm writing with a question about the impact of the proposed Metro Redesign on the SASY neighborhood. Am I understanding the proposed map correctly in that there will no longer be a direct route from SASY to downtown? A rider will need to transfer at First Street and East Washington to reach downtown? Or walk to East Washington to catch a bus from there? I find it hard to believe that this proposed plan prioritizes ridership for the SASY neighborhood.

As a resident of SASY I take the bus to downtown for work. And once COVID cases are back down, this ride includes my young child as I selected child care in proximity to my workplace for this reason. If I am reading this proposed plan correctly, I will no longer be able to get to my workplace with a single ride and will instead transfer less than a mile from my house. All while juggling a toddler.

I have serious concerns with this proposed plan and ask that it be reconsidered due to its negative impact on SASY. It essentially maroons the SASY neighborhood as an island separate from the other near east-side neighborhoods and downtown.

I appreciate the city taking feedback on this issue.

Rebecca Granger
2414 Sommers Ave, Madison, WI 53704

From: [Cechvala, Michael](#)
To: ["Becky Granger"; Metro Redesign](#)
Subject: RE: Question about SASY to downtown
Date: Thursday, February 3, 2022 1:12:55 PM

Hi Becky, thank you for your comments and questions. With the draft plan map, there would be service every 15 minutes on Route C between the Atwood area and downtown going via Johnson and Gorham Streets. Travel times on the bus will be comparable or better than existing route 7 or 38, but with additional frequency. You would have the option to transfer to several Routes at First Street to go different places, but a transfer would not be required to go downtown.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Becky Granger

Sent: Thursday, February 03, 2022 1:07 PM

To: Metro Redesign

Subject: Question about SASY to downtown

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

Hi,

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Rebecca Granger

2414 Sommers Ave, Madison, WI 53704

From: [Becky Granger](#)
To: [Cechvala, Michael](#)
Cc: [Metro Redesign](#)
Subject: Re: Question about SASY to downtown
Date: Thursday, February 3, 2022 1:35:21 PM

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

Hi Michael,

I appreciate your quick response. And I did note that the "C" route goes down Gorham. However, any person trying to access downtown from Gorham will likely have a 15 minute walk at minimum depending on where within the downtown area they are trying to go. I do not know anyone that would describe being dropped off at Gorham as being taken to the Square.

Just as my own personal example: under this proposed plan using the "C" route, I will now have to walk .6 miles to my child's daycare center or my workplace. My child is 3 so a .6 mile walk will take us about 30-40 minutes. Currently, I walk .1 miles to my child's daycare and less than that if I go directly to my work place. Losing easy access to the proposed "D" route will have an immediate detrimental effect on my daily commute and will require me to seriously consider driving downtown and paying for parking. I do not believe I am the only daily commuter who will be forced to make this choice. Those of us with children and/or mobility issues will be especially negatively impacted.

Thank you again for taking feedback regarding this proposed plan and its impact on the SASY to downtown bus route in particular.

Rebecca Granger
2414 Sommers Ave, Madison, WI 53704

On Thu, Feb 3, 2022 at 1:12 PM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

Hi Becky, thank you for your comments and questions. With the draft plan map, there would be service every 15 minutes on Route C between the Atwood area and downtown going via Johnson and Gorham Streets. Travel times on the bus will be comparable or better than existing route 7 or 38, but with additional frequency. You would have the option to transfer to several Routes at First Street to go different places, but a transfer would not be required to go downtown.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Becky Granger <rebecca.a.granger@gmail.com>
Sent: Thursday, February 03, 2022 1:07 PM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: Question about SASY to downtown

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Rebecca Granger

2414 Sommers Ave, Madison, WI 53704

From: [Jen Ahlstrom](#)
To: [Metro Redesign](#); [Foster, Grant](#); [Callaway, Renee](#); [Tao, Yang](#); [Winter, Mark](#); [Mayor](#); [Vision Zero](#)
Subject: Fwd: Ped Bike Improvement Request - Atwood/Waubesa
Date: Thursday, February 3, 2022 2:10:40 PM

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

Hi!

I thought I'd just spam you all of with my concerns/requests regarding the <https://www.cityofmadison.com/metro/routes-schedules/bus-rapid-transit/transit-network-redesign>

Besides my previously stated concerns with the safety of pedestrian crossing to catch buses at the intersection of Atwood and Waubesa/Miller due to lack of lighting/ped lights/safety improvements (full email chain going back several years - since Metro's last consolidation attached) -

I also have similar stop and pedestrian safety concerns for both the new "Milwaukee/North Station" and "First St. Station" - primarily that there are no improvements (bus stop shelter, lighting, digital signage on expected arrivals, crosswalk improvements/etc) planned there. Milwaukee/North especially - as that intersection as is - without either of the MASSIVE new housing developments being completed is a HORRIBLE intersection - both for cars (going straight to onto North St, or turning from North st) and so much more so for peds and bicyclists.

Otherwise I think overall it's a good plan route wise overall!

Thanks!

Jen Ahlstrom

----- Forwarded message -----

From: **Foster, Grant** <district15@cityofmadison.com>
Date: Tue, Nov 9, 2021 at 7:25 AM
Subject: Re: Ped Bike Improvement Request - Atwood/Waubesa
To: Jen Ahlstrom <jen.ahlstrom@gmail.com>

Thanks for sending. I will look into it further and see how we can get an improvement. We recently revamped our program and scoring system (next year will be the first year that it's used) and I'll make sure this one is reconsidered then.

Grant Foster
District 15 Alder
Madison Common Council
608-285-2519

<https://www.cityofmadison.com/council/district15/blog/>

From: Jen Ahlstrom <jen.ahlstrom@gmail.com>
Sent: Monday, November 8, 2021 18:22
To: Foster, Grant
Subject: Fwd: Ped Bike Improvement Request - Atwood/Waubesa

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

----- Forwarded message -----

From: **Jen Ahlstrom** <jen.ahlstrom@gmail.com>
Date: Sat, Jul 10, 2021 at 7:19 AM
Subject: Re: Ped Bike Improvement Request - Atwood/Waubesa
To: Callaway, Renee <ReCallaway@cityofmadison.com>
CC: Benford, Brian <district6@cityofmadison.com>, Tao, Yang <YTao@cityofmadison.com>, Winter, Mark <MWinter@cityofmadison.com>

Thanks,

I'm aware of the scoring system - though I would be curious to see the scores of this request vs all that were submitted and approved.

I've petitioned for this for years - I spoke out when Metro had Community input meetings regarding condensing bus stops to this corner about the safety of this intersection.

I've repeatedly asked MPD for per crossing enforcement, speed signage, ANYTHING.

I'm still going to keep asking for improvements & hope that they occur before someone dies crossing this street, as it currently feels like that's the only thing that will trigger a high enough score for improvements.

Thanks,

Jen

On Fri, Jul 9, 2021 at 5:56 PM Callaway, Renee <ReCallaway@cityofmadison.com> wrote:

Jen,

Thank you for contacting Traffic Engineering with the request for improvements to the crossings of Atwood Ave at Waubesa/Miller. We received record numbers of requests for improvements over the last year and unfortunately this project did not rank high enough for funding this year. We would love to be able to do all the project request but that is not possible due to budget and staff resource limitations. We have requested more resources for next year, and hopefully we will be able to implement many more projects. We will keep this project on our list for consideration for a 2022 project.

If you are interested in the criteria currently used to select projects or would like to see the projects that were funded please visit the program page:

<https://www.cityofmadison.com/trafficEngineering/PdBkEnhCurrentProj.cfm>

Thanks,

Renee

Renee Callaway

Pedestrian Bicycle Administrator

(she/her/hers)

City of Madison Traffic Engineering

Madison Municipal Building Suite 109

[215 Martin Luther King Jr Blvd](#)

[Madison WI 53703](#)

608-266-6225

recallaway@cityofmadison.com

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Jen L. Ahlstrom

jen.ahlstrom@gmail.com

608.770.1025

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Jen L. Ahlstrom

jen.ahlstrom@gmail.com

608.770.1025

--

Jen L. Ahlstrom

jen.ahlstrom@gmail.com

608.770.1025

From: [Krista Knight](#)
To: [Metro Redesign](#)
Subject: New proposed bus routes & traffic congestion?
Date: Thursday, February 3, 2022 4:58:22 PM

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

I'm curious if any thought was given to the impact on traffic by having more frequent busses on major traffic corridors w/o dedicated bus lanes?

On a street like Atwood, where the right lane is opened up for traffic during rush hour, it will dramatically slow that lane when a bus is present and stopping to load/unload passengers- and it will lead to cars trying to get out of that lane.

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Yes, this is always a problem with the busses, but running them more frequently on a road like Atwood will increase congestion.

Thanks,
Krista Knight

From: [Cechvala, Michael](#)
To: ["Jen Ahlstrom"; Metro Redesign](#)
Bcc: [Foster, Grant](#); [Callaway, Renee](#); [Tao, Yang](#); [Winter, Mark](#); [Mayor](#); [Vision Zero](#)
Subject: RE: Ped Bike Improvement Request - Atwood/Waubesa
Date: Thursday, February 3, 2022 5:09:18 PM

Jen, thank you for your comments about Transit Network Redesign. The east-west bus rapid transit project will construct a station in the median on East Washington Avenue with a shelter, seating, real-time arrival board, and other station features. You can find out more about this project at www.madisonbrt.com. Thank you.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Jen Ahlstrom

Sent: Thursday, February 03, 2022 2:10 PM

To: Metro Redesign ; Foster, Grant ; Callaway, Renee ; Tao, Yang ; Winter, Mark ; Mayor ; Vision Zero

Subject: Fwd: Ped Bike Improvement Request - Atwood/Waubesa

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Otherwise I think overall it's a good plan route wise overall!

Thanks!

Jen Ahlstrom

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From: Foster, Grant <district15@cityofmadison.com>

Date: Tue, Nov 9, 2021 at 7:25 AM

Subject: Re: Ped Bike Improvement Request - Atwood/Waubesa

To: Jen Ahlstrom <jen.ahlstrom@gmail.com>

Thanks for sending. I will look into it further and see how we can get an improvement. We recently revamped our program and scoring system (next year will be the first year that it's used) and I'll make sure this one is reconsidered then.

Grant Foster
District 15 Alder
Madison Common Council
608-285-2519
<https://www.cityofmadison.com/council/district15/blog/>

From: Jen Ahlstrom <jen.ahlstrom@gmail.com>
Sent: Monday, November 8, 2021 18:22
To: Foster, Grant
Subject: Fwd: Ped Bike Improvement Request - Atwood/Waubesa

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To: Callaway, Renee <ReCallaway@cityofmadison.com>
CC: Benford, Brian <district6@cityofmadison.com>, Tao, Yang <YTao@cityofmadison.com>, Winter, Mark <MWinter@cityofmadison.com>

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I'm still going to keep asking for improvements & hope that they occur before someone dies crossing this street, as it currently feels like that's the only thing that will trigger a high enough score for improvements.

Thanks,

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Thanks,

Renee

Renee Callaway

Pedestrian Bicycle Administrator

(she/her/hers)

City of Madison Traffic Engineering

Madison Municipal Building Suite 109

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[Madison WI 53703](#)

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From: [Cechvala, Michael](#)
To: ["Krista Knight"; Metro Redesign](#)
Subject: RE: New proposed bus routes & traffic congestion?
Date: Thursday, February 3, 2022 5:13:17 PM

Thanks for your comments Krista. While it is possible that more frequent buses could make it a challenge for drivers, most of the increases in frequency will be in the middle of the day, evenings, and on weekends. During peak periods, there will be similar or fewer buses on the main arterials in Madison compared to before COVID.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: Krista Knight <kmknight11@gmail.com>
Sent: Thursday, February 03, 2022 4:58 PM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: New proposed bus routes & traffic congestion?

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

I'm curious if any thought was given to the impact on traffic by having more frequent busses on major traffic corridors w/o dedicated bus lanes?

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Thanks,
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From: [Jen Ahlstrom](#)
To: [Cechvala, Michael](#)
Cc: [Metro Redesign](#)
Subject: Re: Ped Bike Improvement Request - Atwood/Waubesa
Date: Thursday, February 3, 2022 5:26:54 PM

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That's great!

Will the same be done at First street?

And any lighting or safety improvements for the intersection at Atwood/Waubesa/Miller?

If not - is there a process for requesting them?

Thank you so much!!

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Transportation Planner

City of Madison Department of Transportation

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To: Metro Redesign <MetroRedesign@cityofmadison.com>; Foster, Grant <district15@cityofmadison.com>; Callaway, Renee <ReCallaway@cityofmadison.com>; Tao, Yang <YTao@cityofmadison.com>; Winter, Mark <MWinter@cityofmadison.com>; Mayor <Mayor@cityofmadison.com>; Vision Zero <visionzero@cityofmadison.com>

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Grant Foster

District 15 Alder

Madison Common Council

608-285-2519

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Thanks,

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Renee Callaway

Pedestrian Bicycle Administrator

(she/her/hers)

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Transportation Planner

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From: [Kathleen Fullin](#)
To: [Metro Redesign](#)
Subject: cannot zoom in on map
Date: Thursday, February 3, 2022 6:57:07 PM

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I tried to zoom in to my area on the maps, and was not able to do that. That seems to me necessary if we are going to understand the impact on our own neighborhoods.

From: [Cechvala, Michael](#)
To: ["Jen Ahlstrom"](#)
Cc: [Metro Redesign](#)
Bcc: [Callaway, Renee](#)
Subject: RE: Ped Bike Improvement Request - Atwood/Waubesa
Date: Thursday, February 3, 2022 7:26:30 PM

Yes, all the BRT stations will have those basic improvements. I've forwarded your request to our traffic engineering department. That intersection is on our list of potential projects for funding through Safe Streets Madison.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Jen Ahlstrom
Sent: Thursday, February 03, 2022 5:27 PM
To: Cechvala, Michael
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From: [Cechvala, Michael](#)
To: ["Kathleen Fullin"; Metro Redesign](#)
Subject: RE: cannot zoom in on map
Date: Thursday, February 3, 2022 7:29:49 PM

Hi Kathleen, you can download the map in PDF form here:

https://www.cityofmadison.com/metro/documents/network-redesign/draftplan/DraftNetworkPlan_Map.pdf.

You can zoom in with the "+" button and use the hand tool to pan. It may be different if you are viewing it in a browser. I hope this works for you.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: Kathleen Fullin <kathyfullin@gmail.com>
Sent: Thursday, February 03, 2022 6:57 PM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: cannot zoom in on map

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I tried to zoom in to my area on the maps, and was not able to do that. That seems to me necessary if we are going to understand the impact on our own neighborhoods.

From: [Alexander Harding](#)
To: [Metro Redesign](#)
Subject: This redesign looks awesome
Date: Thursday, February 3, 2022 7:31:21 PM

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

This is going to be insanely convenient for me! So much better than before. Thank you!!

Alex
3602 Wyota Ave

From: [Amanda Conway](#)
To: [Metro Redesign](#)
Subject: Old Sauk Road
Date: Thursday, February 3, 2022 8:55:58 PM

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

Hello,

I am a rider of route 15, which is a direct route from the corner of High Point Rd/Old Sauk Rd to the capital. I am distressed and disappointed to see there would not be a direct route via Old Sauk Rd anymore. It is difficult for me to understand why there would be a gap of a few blocks in the route that strands so many UW, hospital and capital employees. While an alternative route on Mineral Point Rd seems possible, it's terrible that a transfer will be needed for a trip that is relatively so short. Route 15 is consistently standing room only, yet it was not deemed popular enough to protect?

I hope my opinion matters. This will be detrimental to my employment and my living situation. I'm sure you can understand my frustration. Please reconsider. Please connect Old Sauk Rd to the capital in a direct route. Please.

Amanda Conway
17 Sayner Ct #20
Madison 53717
Conwayalc@gmail.com

From: [Adam Pagenkopf](#)
To: [Metro Redesign](#)
Subject: Comment - Adam Pagenkopf
Date: Thursday, February 3, 2022 8:58:15 PM

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

Hello,

I am a big fan of the Draft Plan. I feel that this will make the bus system more useful for residents all over the city. Even though I live near O'Keefe school and work at UW, 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. More frequent and direct buses, with 'daytime' service running from 6 am - 8 pm, will make the bus more useful for many riders.

I feel that 'Transit Belt Line' and the 'Grid Network' is a potential game-changer for places near and outside the transfer points in Middleton, Fitchburg, far east-, and far west-Madison. Short-term, it makes transit more useful. Long-term, it supports Transit-Oriented Development in more places making transit even more useful.

Regarding the upcoming public engagement, I feel that a few analyses and tools would be very helpful for policymakers and the public to evaluate proposed changes to the transit network:

A 'reverse' of the Job Access maps in addition to the current maps. Show the number of residents accessible from each workplace (e.g. 1 dot for every 5 full-time-equivalent employees).

A 'Route Planning Tool' (e.g. Google Maps) that could compare a given trip from point A to point B on the Existing Network to the same trip on the Draft Plan. This would make proposed changes more concrete and easy to grasp for people if they knew 'This is how I would get to work' or 'This is how I would get to the grocery store'. I believe that BART or Muni did this in San Francisco when they did their Network Redesign or BRT planning recently.

Keep up the good work,
Adam Pagenkopf

Adam Pagenkopf
431 Cantwell Ct, Madison
He/Him/His
pagenkopf.adam@gmail.com
(262) 510-8747

From: [S Lee](#)
To: [Metro Redesign](#)
Subject: Please keep direct bus route from Atwood to Capitol
Date: Thursday, February 3, 2022 9:03:23 PM

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

Dear Metro,

The bus is an amazing resource to go across Madison and direct routes are key to maintaining use.

We use the direct service all the time and travel with 2 young kids so the direct service is key.

Thank you for your consideration.

Best,

Susan
Atwood homeowner

From: souikp@aol.com
To: [Metro Redesign](#)
Subject: Comments on transit network redesign
Date: Thursday, February 3, 2022 9:30:09 PM

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

Hello. I am writing to offer my comments on the transit network redesign. I appreciate your efforts to improve transit in Madison. For years, I have taken the Route 15 bus to my job on the UW campus. I work part-time and have relied on the bus to commute during non-peak hours. I understand that under the proposed plan I would have easy access to the Y Route along Gammon Road from my home in Wexford Village during peak hours. I have concerns, however, about ease of access during non-peak hours. I urge you to please consider options for offering the new Y Route at some frequency during non-peak hours. I believe many professionals and students living in area single-family homes, apartments, and condos would benefit from this.

My other concern is what parking options might be made available long the future BRT lines. I know people already commonly park along residential streets to access bus lines. I would expect with fewer bus lines offered, this would become a more common practice, and with people funneled to a few routes, parking in the vicinity of the new routes could become an issue. Have you had discussions with West Towne Mall or other potential locations about offering free parking to BRT users? Parking is sure to be desired and needed along the route, not only at the ends of the BRT lines.

Thank you for your work on this important project and the opportunity to provide input.

Paula

From: [Cechvala, Michael](#)
To: ["Alexander Harding"; Metro Redesign](#)
Subject: RE: This redesign looks awesome
Date: Thursday, February 3, 2022 9:53:53 PM

Thank you for your comments, Alex.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: Alexander Harding <alex@harding.dev>
Sent: Thursday, February 03, 2022 7:31 PM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: This redesign looks awesome

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

This is going to be insanely convenient for me! So much better than before. Thank you!!

Alex
3602 Wyota Ave

From: [Foster, Grant](#)
To: [Jen Ahlstrom](#); [Metro Redesign](#); [Callaway, Renee](#); [Tao, Yang](#); [Winter, Mark](#); [Mayor](#)
Subject: Re: Ped Bike Improvement Request - Atwood/Waubesa
Date: Thursday, February 3, 2022 9:54:58 PM

Hi, Jen.

I believe the Waubesa/Atwood crosswalk improvement is on a list for consideration at the next TC meeting, but Renee can confirm that. I believe Mike already shared with you the improvements expected at North/Milwaukee as part of the BRT install. I expect we'll also have opportunities to coordinate pedestrian signal timing with the bus arrival as to have this be a much improved experience overall.

Grant Foster
District 15 Alder
Madison Common Council
608-285-2519

<https://www.cityofmadison.com/council/district15/blog/>

From: Jen Ahlstrom
Sent: Thursday, February 3, 2022 14:10
To: Metro Redesign; Foster, Grant; Callaway, Renee; Tao, Yang; Winter, Mark; Mayor; Vision Zero
Subject: Fwd: Ped Bike Improvement Request - Atwood/Waubesa

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

Hi!

I thought I'd just spam you all of with my concerns/requests regarding the <https://www.cityofmadison.com/metro/routes-schedules/bus-rapid-transit/transit-network-redesign>

Besides my previously stated concerns with the safety of pedestrian crossing to catch buses at the intersection of Atwood and Waubesa/Miller due to lack of lighting/ped lights/safety improvements (full email chain going back several years - since Metro's last consolidation attached) -

I also have similar stop and pedestrian safety concerns for both the new "Milwaukee/North Station" and "First St. Station" - primarily that there are no improvements (bus stop shelter, lighting, digital signage on expected arrivals, crosswalk improvements/etc) planned there. Milwaukee/North especially - as

that intersection as is - without either of the MASSIVE new housing developments being completed is a HORRIBLE intersection - both for cars (going straight to onto North St, or turning from North st) and so much more so for peds and bicyclists.

Otherwise I think overall it's a good plan route wise overall!

Thanks!

Jen Ahlstrom

----- Forwarded message -----

From: **Foster, Grant** <district15@cityofmadison.com>

Date: Tue, Nov 9, 2021 at 7:25 AM

Subject: Re: Ped Bike Improvement Request - Atwood/Waubesa

To: Jen Ahlstrom <jen.ahlstrom@gmail.com>

Thanks for sending. I will look into it further and see how we can get an improvement. We recently revamped our program and scoring system (next year will be the first year that it's used) and I'll make sure this one is reconsidered then.

Grant Foster
District 15 Alder
Madison Common Council
608-285-2519

<https://www.cityofmadison.com/council/district15/blog/>

From: Jen Ahlstrom <jen.ahlstrom@gmail.com>

Sent: Monday, November 8, 2021 18:22

To: Foster, Grant

Subject: Fwd: Ped Bike Improvement Request - Atwood/Waubesa

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

----- Forwarded message -----

From: **Jen Ahlstrom** <jen.ahlstrom@gmail.com>

Date: Sat, Jul 10, 2021 at 7:19 AM

Subject: Re: Ped Bike Improvement Request - Atwood/Waubesa

To: Callaway, Renee <ReCallaway@cityofmadison.com>

CC: Benford, Brian <district6@cityofmadison.com>, Tao, Yang <YTao@cityofmadison.com>, Winter, Mark <MWinter@cityofmadison.com>

Thanks,

I'm aware of the scoring system - though I would be curious to see the scores of this request vs all that were submitted and approved.

I've petitioned for this for years - I spoke out when Metro had Community input meetings regarding condensing bus stops to this corner about the safety of this intersection.

I've repeatedly asked MPD for per crossing enforcement, speed signage, ANYTHING.

I'm still going to keep asking for improvements & hope that they occur before someone dies crossing this street, as it currently feels like that's the only thing that will trigger a high enough score for improvements.

Thanks,

Jen

On Fri, Jul 9, 2021 at 5:56 PM Callaway, Renee <ReCallaway@cityofmadison.com> wrote:

Jen,

Thank you for contacting Traffic Engineering with the request for improvements to the crossings of Atwood Ave at Waubesa/Miller. We received record numbers of requests for improvements over the last year and unfortunately this project did not rank high enough for funding this year. We would love to be able to do all the project request but that is not possible due to budget and staff resource limitations. We have requested more resources for next year, and hopefully we will be able to implement many more projects. We will keep this project on our list for consideration for a 2022 project.

If you are interested in the criteria currently used to select projects or would like to see the projects that were funded please visit the program page:

<https://www.cityofmadison.com/trafficEngineering/PdBkEnhCurrentProj.cfm>

Thanks,

Renee

Renee Callaway

Pedestrian Bicycle Administrator

(she/her/hers)

City of Madison Traffic Engineering

Madison Municipal Building Suite 109

[215 Martin Luther King Jr Blvd](#)

[Madison WI 53703](#)

608-266-6225

recallaway@cityofmadison.com

--

Jen L. Ahlstrom

jen.ahlstrom@gmail.com

608.770.1025

--

Jen L. Ahlstrom

jen.ahlstrom@gmail.com

608.770.1025

--

Jen L. Ahlstrom

jen.ahlstrom@gmail.com

608.770.1025

From: [Cechvala, Michael](#)
To: ["Amanda Conway"; Metro Redesign](#)
Subject: RE: Old Sauk Road
Date: Thursday, February 3, 2022 9:56:46 PM

Thank you for your comments, Amanda, I'll share them with the project team.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: Amanda Conway <conwayalc@gmail.com>
Sent: Thursday, February 03, 2022 8:56 PM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: Old Sauk Road

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

Hello,

I am a rider of route 15, which is a direct route from the corner of High Point Rd/Old Sauk Rd to the capital. I am distressed and disappointed to see there would not be a direct route via Old Sauk Rd anymore. It is difficult for me to understand why there would be a gap of a few blocks in the route that strands so many UW, hospital and capital employees. While an alternative route on Mineral Point Rd seems possible, it's terrible that a transfer will be needed for a trip that is relatively so short. Route 15 is consistently standing room only, yet it was not deemed popular enough to protect?

I hope my opinion matters. This will be detrimental to my employment and my living situation. I'm sure you can understand my frustration. Please reconsider. Please connect Old Sauk Rd to the capital in a direct route. Please.

Amanda Conway
17 Sayner Ct #20
Madison 53717
Conwayalc@gmail.com

From: [Cechvala, Michael](#)
To: ["Adam Pagenkopf"; Metro Redesign](#)
Subject: RE: Comment - Adam Pagenkopf
Date: Thursday, February 3, 2022 9:57:55 PM

Thank you for your comments, Adam.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Adam Pagenkopf

Sent: Thursday, February 03, 2022 8:58 PM

To: Metro Redesign

Subject: Comment - Adam Pagenkopf

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

Hello,

I am a big fan of the Draft Plan. I feel that this will make the bus system more useful for residents all over the city. Even though I live near O'Keefe school and work at UW, 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. More frequent and direct buses, with 'daytime' service running from 6 am - 8 pm, will make the bus more useful for many riders.

I feel that 'Transit Belt Line' and the 'Grid Network' is a potential game-changer for places near and outside the transfer points in Middleton, Fitchburg, far east-, and far west-Madison. Short-term, it makes transit more useful. Long-term, it supports Transit-Oriented Development in more places making transit even more useful.

Regarding the upcoming public engagement, I feel that a few analyses and tools would be very helpful for policymakers and the public to evaluate proposed changes to the transit network:

A 'reverse' of the Job Access maps in addition to the current maps. Show the number of residents accessible from each workplace (e.g. 1 dot for every 5 full-time-equivalent employees).

A 'Route Planning Tool' (e.g. Google Maps) that could compare a given trip from point A to point B on the Existing Network to the same trip on the Draft Plan. This would make proposed changes more concrete and easy to grasp for people if they knew 'This is how I would get to work' or 'This is how I would get to the grocery store'. I believe that BART or Muni did this in San Francisco when they did their Network Redesign or BRT planning recently.

Keep up the good work,

Adam Pagenkopf

Adam Pagenkopf

431 Cantwell Ct, Madison

He/Him/His

pagenkopf.adam@gmail.com

(262) 510-8747

From: [Cechvala, Michael](#)
To: ["S Lee"; Metro Redesign](#)
Subject: RE: Please keep direct bus route from Atwood to Capitol
Date: Thursday, February 3, 2022 9:58:47 PM

Thank you for your comment, Susan.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: S Lee <li_ai_hua@yahoo.com>
Sent: Thursday, February 03, 2022 9:03 PM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: Please keep direct bus route from Atwood to Capitol

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

Dear Metro,

The bus is an amazing resource to go across Madison and direct routes are key to maintaining use.

We use the direct service all the time and travel with 2 young kids so the direct service is key.

Thank you for your consideration.

Best,

Susan
Atwood homeowner

From: [Cechvala, Michael](#)
To: "souikp@aol.com"; [Metro Redesign](#)
Subject: RE: Comments on transit network redesign
Date: Thursday, February 3, 2022 10:01:51 PM

Thank you for your comment Paula. We will be building a park and ride at the far west end of the east-west bus rapid transit line (Route A) on Junction Road. There will also be the existing park and ride lot in southwest Sun Prairie that will be served by the east-west BRT line.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: souikp@aol.com

Sent: Thursday, February 03, 2022 9:28 PM

To: Metro Redesign

Subject: Comments on transit network redesign

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

Hello. I am writing to offer my comments on the transit network redesign. I appreciate your efforts to improve transit in Madison. For years, I have taken the Route 15 bus to my job on the UW campus. I work part-time and have relied on the bus to commute during non-peak hours. I understand that under the proposed plan I would have easy access to the Y Route along Gammon Road from my home in Wexford Village during peak hours. I have concerns, however, about ease of access during non-peak hours. I urge you to please consider options for offering the new Y Route at some frequency during non-peak hours. I believe many professionals and students living in area single-family homes, apartments, and condos would benefit from this.

My other concern is what parking options might be made available along the future BRT lines. I know people already commonly park along residential streets to access bus lines. I would expect with fewer bus lines offered, this would become a more common practice, and with people funneled to a few routes, parking in the vicinity of the new routes could become an issue. Have you had discussions with West Towne Mall or other potential locations about offering free parking to BRT users? Parking is sure to be desired and needed along the route, not only at the ends of the BRT lines.

Thank you for your work on this important project and the opportunity to provide input.

Paula

From: [Cechvala, Michael](#)
To: "ELIZABETH A OSEID"; [Metro Redesign](#)
Subject: RE: I find the time maps confusing. I would like clarification.
Date: Thursday, February 3, 2022 10:18:59 PM

Hi Elizabeth, thank you for your email. In the current draft plan, Route 23 is replaced by the A line, which is the east-west BRT service. It would not provide service north or east of the Sun Prairie Park and Ride. It would be far more direct and limited stop than Route 6, but not as direct and limited stop as Route 23. However it would operate all day rather than just at peak periods. Sun Prairie is also working on providing all-day transit service within Sun Prairie that would connect with the A line. We do not have exact schedules so unfortunately travel time estimates aren't available at this time.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: ELIZABETH A OSEID
Sent: Wednesday, February 02, 2022 6:27 PM
To: Metro Redesign
Subject: I find the time maps confusing. I would like clarification.

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

Hi Metro,

I am a regular user of the 23 bus from Sun Prairie to Capitol Square, and typically walk to my office from Capitol Square (about a mile) and do the reverse in the afternoon. My bus ride takes a mere 30 minutes to get to Capitol Square, and had good ridership per pandemic. It seems to be picking up again, which is great.

It appears that I will no longer be able to catch my bus at OKeefe and Linnerud – in summer I bike to the library and walk the rest of the way, a distance of 3 miles by bike. The distance by car to the park and ride is 4.5 miles, or 5 miles by bike. I am not sure how long that would take, as it depends to some extent on time at stoplights, but I will have to leave the house earlier for sure. Might not be feasible, depending on how long it takes to get to the P&R.

What I cannot determine from any of the maps is how long it would take for me to get to my place of employment, let's say Capitol Square. The advantage of a commuter route as I use now is that there are limited stops, so I do not spend so much time on the bus – this is a major consideration for a lot of bus users. Many would rather drive if the bus takes twice as long as driving. For example, I can drive to work in 20 minutes. Spending 30 minutes on a bus and having a bike ride and/or a walk at one or both ends is pleasant, but an hour on a bus feels like a waste of time. I used to take the 6 – it was awful, stopping ever block (it felt like) and so crowded that one often could not sit. I love the 23, though I realize it currently is not a high ridership route. I

want to start weighing my options if the future means sitting on a bus for a long time. I wonder about running some of the frequent busses as express busses with fewer stops during peak transit time, say 6:30-8:30 am and 3:30-6:30 PM or something like that. Maybe that is already part of the plan.

Elizabeth Oseid
Health Physicist
Office of Radiation Safety

21 N Park Street room 7269
Madison, WI 53715
608-219-2495

From: [Cechvala, Michael](#)
To: "Michele Leighton"; [Metro Redesign](#)
Subject: RE:
Date: Thursday, February 3, 2022 10:23:14 PM
Attachments: [image001.png](#)

Hi Michele, this zoomable pdf map should hopefully clarify how things work around the Capitol Square. Route D goes south of the Capitol Square westbound on Wilson and eastbound on Doty Street, with stops at Martin Luther King serving the capitol square. Routes A, B, E, F, Y, Z, and 75 go around the Capitol Square, Routes C and D go north and south of it respectively. I hope this helps clarify.

https://www.cityofmadison.com/metro/documents/network-redesign/draftplan/DraftNetworkPlan_Map.pdf



Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Michele Leighton
Sent: Wednesday, February 02, 2022 6:18 PM
To: Metro Redesign
Subject: RE:

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

I guess I should specify that it's **Route D** that I can't tell from the map exactly where it goes to/from the Capitol Square area. What capitol area streets does Route D traverse heading **EAST** toward the capitol and also heading **WEST** away from the capitol?

From: anything4bl@gmail.com [<mailto:anything4bl@gmail.com>]

Sent: Wednesday, February 2, 2022 5:18 PM

To: MetroRedesign@cityofmadison.com

Subject:

Is it possible to get an enlarged map showing the Capitol Square area routes in better detail? I just cannot tell from the citywide map how close buses and BRT will come to my job.

Thank you,

Michele Leighton
608-512-6273 cell

From: [Cechvala, Michael](#)
To: ["Alexander Wagner"; Metro Redesign](#)
Subject: RE: Commuter Routes on Draft Report
Date: Thursday, February 3, 2022 10:24:46 PM

Hi Alex, thanks for your comments and question. Route Z goes both ways. All routes on the map go in both directions other than in a few places where it's specified with an arrow, such as Route C3 in the far southeast.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Alexander Wagner

Sent: Wednesday, February 02, 2022 4:44 PM

To: Metro Redesign

Subject: Commuter Routes on Draft Report

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

Hello,

The draft report is not clear about whether the proposed "Route Z" is proposed as a one way route or a two way route. Can you clarify this, both in your reply and on the website for everyone else? (The same ambiguity exists for "Route Y", although I am primarily concerned about "Route Z.") The draft report does specifically say that "Route X" is two way service. I really, really hope that Route Z can be two way, although there is a comment on Page 27 of the report that makes it sound like it could be one way service going Downtown in the AM and towards Fitchburg in the PM.

If you look at the route, there are several major employers in the "outlying areas" served by Route Z, including the Department of Revenue, Exact Sciences, Agrace Hospice, and Promega among others. Before the pandemic, there were a number of "reverse commuters" taking Route 11, including myself, who live Downtown and work at the Department of Revenue, or the Exact Sciences location in the Rimrock area. By making Route Z a two way route, it could not only be a partial replacement for Route 49, but also for Route 11, which I used to take from Downtown to the Department of Revenue before the pandemic.

The draft report does specifically state that Route X is two way service. While it certainly doesn't hurt to have Route X as two way service, if Route X is two way and Route Z is only one way, that would seem to be kind of backwards, as the employment density on the north side would seem to be lower and I don't envision as many "reverse commuters" going from Downtown north along Route X, although I could be wrong about that.

-Alex Wagner

From: [Diane Mayerfeld](#)
To: [Cechvala, Michael](#)
Cc: [Foster, Grant](#); [Metro Redesign](#)
Subject: Re: [D15] Bus route proposed changes
Date: Thursday, February 3, 2022 10:53:14 PM

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

Hello Mike,

Thank you for providing the MetroRedesign email. I attempted to sign up for email notifications of Transportation Board meetings on the Metro Redesign website, but I believe I tried that once before and never received any notifications. So I am not confident that will work.

As I mentioned, I am concerned to see that the City's proposed changes to bus routes will significantly reduce bus service to the Westmorland neighborhood, which is currently served by the number 6 line. Residents will have to walk either to Odana Rd. or north of the corner of Midvale Blvd. and Mineral Point Rd. Both routes are more than a half mile away from my house, and from most of the neighborhood. The proposed E route down Midvale Blvd. also does not go to the main part of the UW campus, to lower State St., or down the isthmus — the main destinations for my family and for many of my neighbors. It also takes a circuitous route, which will likely lengthen the trip to the capital by 5 to 10 minutes.

I ask the Transportation Board to insist on a plan that does not significantly reduce bus service for any of Madison's neighborhoods, including Westmorland and other neighborhoods that rely on the current number 6 bus.

I expect you have already seen this post: <http://www.busadvocates.org/blog/HalfAssed.html> . If not, I encourage you and all the members of the Transportation Board to read it.

Sincerely,

Diane Mayerfeld

diane@mayerfeld.us
445 S. Owen Dr.
Madison, WI 53711
608-238-2223

On Feb 2, 2022, at 8:48 AM, Cechvala, Michael
<MCechvala@cityofmadison.com> wrote:

Hi Diane, thank you for your comments. The project has a website (www.mymetrobus.com/redesign) where you can find out more. We've recently completed the draft plan which will be on the website shortly. You can also sign up for updates and alerts for public meetings there. We will be hosting a handful of virtual

meetings about this project over the next few months. You can also submit questions and comments to MetroRedesign@cityofmadison.com, that email goes directly to me and the project team.

The draft plan and maps are also on Legistar, you can access them here, see [items #7, 8, and 9](#), if they're not on the website yet.

<https://madison.legistar.com/LegislationDetail.aspx?ID=5149029&GUID=3C500572-3CA5-49FE-B2F1-416A309B0C49>

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Foster, Grant <district15@cityofmadison.com>

Sent: Wednesday, February 02, 2022 7:16 AM

To: diane@mayerfeld.us

Cc: Cechvala, Michael <MCechvala@cityofmadison.com>

Subject: Re: [D15] Bus route proposed changes

Thanks for writing in on this, Diane.

Mike, can you see Diane's email below and share more info on the changes she should expect with the proposed changes? Is there a way for her to subscribe to updates so that she will be notified of public meetings and other opportunities for info? Thanks!

Grant Foster

District 15 Alder

Madison Common Council

608-285-2519

<https://www.cityofmadison.com/council/district15/blog/>

From: diane@mayerfeld.us <diane@mayerfeld.us>

Sent: Tuesday, February 1, 2022 22:06

To: Foster, Grant

Subject: [D15] Bus route proposed changes

Recipient: District 15, Grant Foster

Name: Diane Mayerfeld

Address: 445 S Owen Dr., Madison, WI 53711

Email: diane@mayerfeld.us

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

Message:

Hello Alder Foster,

I am very concerned to see that the City's proposed changes to bus routes will significantly reduce bus service to the Westmorland neighborhood, which is currently served by the number 6 line. Residents will have to walk either to Odana Rd. or north of the corner of Midvale Blvd. and Mineral Point Rd. Both routes are more than a half mile away from my house, and from most of the neighborhood. The proposed E route down Midvale Blvd. also does not go to the main part of the UW campus, to lower State St., or down the isthmus — the main destinations for my family and for many of my neighbors. It also takes a circuitous route, which will likely lengthen the trip to the capital by 5 to 10 minutes.

I hope you will advocate for bus service that continues to serve the residents of Westmorland and other neighborhoods that rely on the current number 6 bus.

Also, can you tell me if there are any upcoming meetings about the proposed changes to city bus service?

Thank you.

Diane Mayerfeld

From: [Diane Mayerfeld](#)
To: [Cechvala, Michael](#)
Cc: [Foster, Grant](#); [Metro Redesign](#)
Subject: Re: [D15] Bus route proposed changes
Date: Thursday, February 3, 2022 10:53:14 PM

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Hello Mike,

Thank you for providing the MetroRedesign email. I attempted to sign up for email notifications of Transportation Board meetings on the Metro Redesign website, but I believe I tried that once before and never received any notifications. So I am not confident that will work.

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Sincerely,

Diane Mayerfeld

diane@mayerfeld.us
445 S. Owen Dr.
Madison, WI 53711
608-238-2223

On Feb 2, 2022, at 8:48 AM, Cechvala, Michael
<MCechvala@cityofmadison.com> wrote:

Hi Diane, thank you for your comments. The project has a website (www.mymetrobus.com/redesign) where you can find out more. We've recently completed the draft plan which will be on the website shortly. You can also sign up for updates and alerts for public meetings there. We will be hosting a handful of virtual

meetings about this project over the next few months. You can also submit questions and comments to MetroRedesign@cityofmadison.com, that email goes directly to me and the project team.

The draft plan and maps are also on Legistar, you can access them here, see [items #7, 8, and 9](#), if they're not on the website yet.

<https://madison.legistar.com/LegislationDetail.aspx?ID=5149029&GUID=3C500572-3CA5-49FE-B2F1-416A309B0C49>

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Foster, Grant <district15@cityofmadison.com>

Sent: Wednesday, February 02, 2022 7:16 AM

To: diane@mayerfeld.us

Cc: Cechvala, Michael <MCechvala@cityofmadison.com>

Subject: Re: [D15] Bus route proposed changes

Thanks for writing in on this, Diane.

Mike, can you see Diane's email below and share more info on the changes she should expect with the proposed changes? Is there a way for her to subscribe to updates so that she will be notified of public meetings and other opportunities for info? Thanks!

Grant Foster

District 15 Alder

Madison Common Council

608-285-2519

<https://www.cityofmadison.com/council/district15/blog/>

From: diane@mayerfeld.us <diane@mayerfeld.us>

Sent: Tuesday, February 1, 2022 22:06

To: Foster, Grant

Subject: [D15] Bus route proposed changes

Recipient: District 15, Grant Foster

Name: Diane Mayerfeld

Address: 445 S Owen Dr., Madison, WI 53711

Email: diane@mayerfeld.us

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

Message:

Hello Alder Foster,

I am very concerned to see that the City's proposed changes to bus routes will significantly reduce bus service to the Westmorland neighborhood, which is currently served by the number 6 line. Residents will have to walk either to Odana Rd. or north of the corner of Midvale Blvd. and Mineral Point Rd. Both routes are more than a half mile away from my house, and from most of the neighborhood. The proposed E route down Midvale Blvd. also does not go to the main part of the UW campus, to lower State St., or down the isthmus — the main destinations for my family and for many of my neighbors. It also takes a circuitous route, which will likely lengthen the trip to the capital by 5 to 10 minutes.

I hope you will advocate for bus service that continues to serve the residents of Westmorland and other neighborhoods that rely on the current number 6 bus.

Also, can you tell me if there are any upcoming meetings about the proposed changes to city bus service?

Thank you.

Diane Mayerfeld

From: [Diane Mayerfeld](#)
To: [Cechvala, Michael](#)
Cc: [Foster, Grant](#); [Metro Redesign](#)
Subject: Re: [D15] Bus route proposed changes
Date: Thursday, February 3, 2022 10:53:15 PM

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

Hello Mike,

Thank you for providing the MetroRedesign email. I attempted to sign up for email notifications of Transportation Board meetings on the Metro Redesign website, but I believe I tried that once before and never received any notifications. So I am not confident that will work.

As I mentioned, I am concerned to see that the City's proposed changes to bus routes will significantly reduce bus service to the Westmorland neighborhood, which is currently served by the number 6 line. Residents will have to walk either to Odana Rd. or north of the corner of Midvale Blvd. and Mineral Point Rd. Both routes are more than a half mile away from my house, and from most of the neighborhood. The proposed E route down Midvale Blvd. also does not go to the main part of the UW campus, to lower State St., or down the isthmus — the main destinations for my family and for many of my neighbors. It also takes a circuitous route, which will likely lengthen the trip to the capital by 5 to 10 minutes.

I ask the Transportation Board to insist on a plan that does not significantly reduce bus service for any of Madison's neighborhoods, including Westmorland and other neighborhoods that rely on the current number 6 bus.

I expect you have already seen this post: <http://www.busadvocates.org/blog/HalfAssed.html> . If not, I encourage you and all the members of the Transportation Board to read it.

Sincerely,

Diane Mayerfeld

diane@mayerfeld.us
445 S. Owen Dr.
Madison, WI 53711
608-238-2223

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Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

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Madison Common Council

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Also, can you tell me if there are any upcoming meetings about the proposed changes to city bus service?

Thank you.

Diane Mayerfeld

From: [Nicole](#)
To: [Metro Redesign](#)
Subject: Metro Redesign
Date: Friday, February 4, 2022 6:23:05 AM

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

This new plan is awful. It's going to make things much worse for hundreds of people. And very dangerous in the cold winter months with more transfers and walking time. It takes 15 minutes or less for frostbite to occur. He would be out there in enough time for this to happen in weather like what we've been having.

My fiancé now will have to take two busses and walk many blocks. When he currently has a direct line to downtown just a few minutes of walking time.

We have many friends in the Atwood sassy neighborhood that use the current system as well that this will be royally screwing. As if things haven't been stressful enough during this endless pandemic.

Don't do this.

Nicole Signer

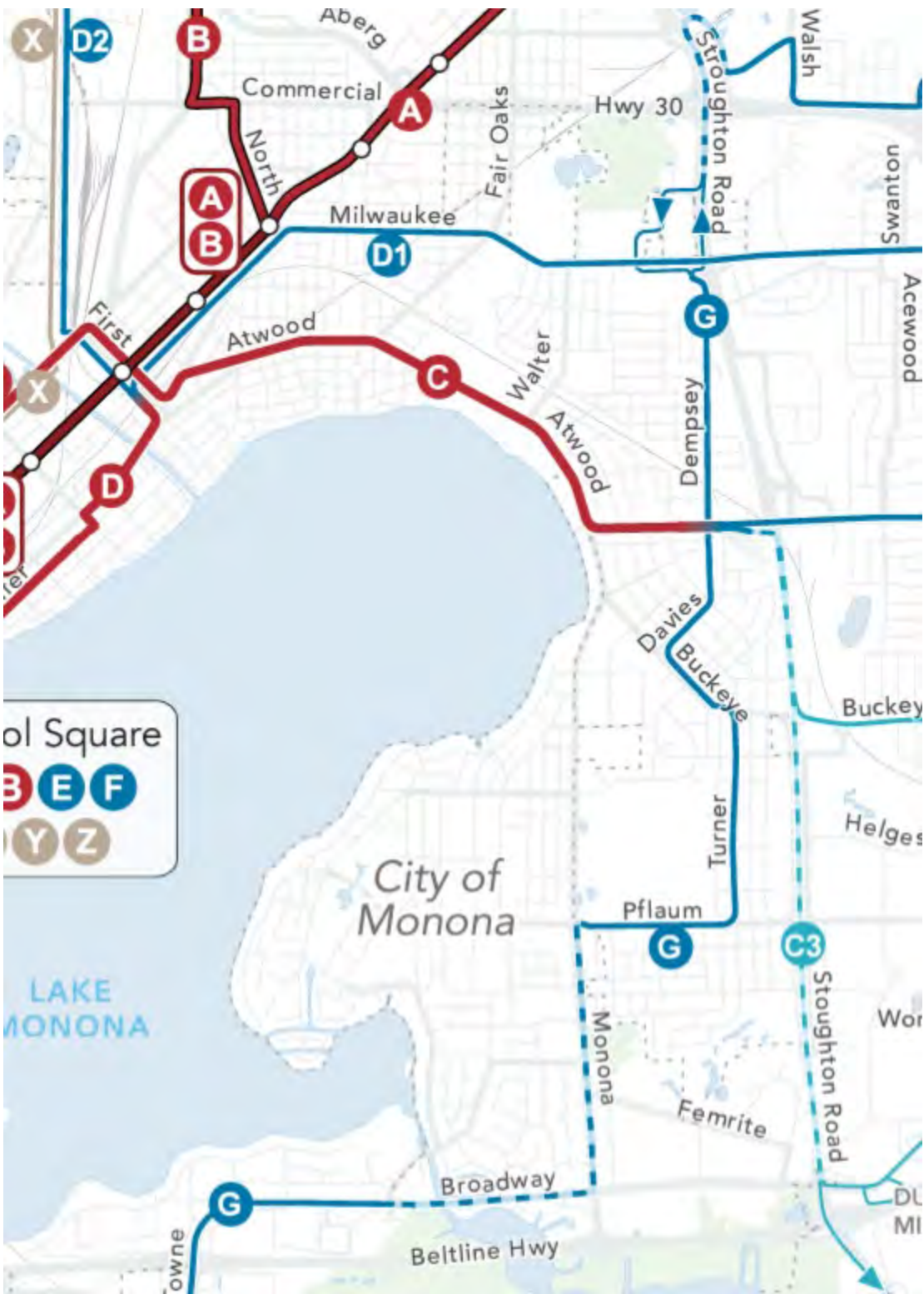
From: [katrina.ketterer](#)
To: [Metro Redesign](#)
Subject: Bus route proposal concerns
Date: Friday, February 4, 2022 6:54:53 AM
Attachments: [image001.png](#)

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

Hello,

As someone who rode the bus for many years until recently, and still does at times, this redesign is a terrible idea. The plan cuts out a neighborhood and side of town that counts on a direct route to their destination. It will also mean people have to catch multiple buses, and walk further. In the cold Wisconsin winters this is not great. What about the elderly, disabled, and people with kids? I truly don't understand what people planning this are thinking. So please reconsider your new plan. Thank You.

~ Katrina Ketterer



From: [Bill Jolin](#)
To: [Metro Redesign](#)
Subject: double the walk to the bus
Date: Friday, February 4, 2022 6:55:58 AM

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

I live on Willard Ave. It will be half a mile walk to catch a bus to Woodman's or the Post Office and points east and north, more than double the current distance. The current redesign is no improvement in service for this neighborhood.

Bill Jolin

From: [John Wood](#)
To: [Metro Redesign](#)
Subject: My thoughts as a 10 year driver and Madison native
Date: Friday, February 4, 2022 7:27:53 AM

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

Im hearing there will be less service into many neighborhoods. Prior to pandemic routes such as the 19 , 56,57,35 etc picked up many tax paying workers heading into the metro area. The beauty is they could leave their cars home and catch a bus nearby.now they have to stash cars wherever and find a bus. This seems counter productive to the goals of less traffic, and emissions and more ridership. And i hear the possibility of removing transfer points. Everything is centered around those, including new housing and business. Take a look at the north, apartments and the east, Amazon! Not to mention for the first time drivers now have bathrooms to look forward to, and don't have to rely on private businesses to go to the bathroom. Also we can drink water now! Im happy to discuss more of my common sense thoughts with anyone who will listen. Thanks. John Wood. Transit operator.

From: [MARUDMAN](#)
To: [Metro Redesign](#)
Subject: Route 15 metro redesign
Date: Friday, February 4, 2022 7:44:16 AM

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

To whom it may concern:

I recently learned about the redesign essentially leaving Wexford village on Madisons west side without service. This is a large neighborhood with many commuters to downtown during normal times.

I realize rider's may be down but I don't think evaluating that during a pandemic paints the full picture. I urge you to reconsider the changes to route 15 as it would impact many lives as we try to find our way out of this pandemic.

This route provides a whole neighborhood and community transportation to UW and downtown offices.

In normal times the bus was busy most of the day and standing room was jam packed during the morning and afternoon commute.

Please leave route 15 as is so people can have one less thing to worry about during an already stressful time.

Thank you for the consideration
Mark Rudman

From: [John Wood](#)
To: [Metro Redesign](#)
Subject: Proposed changes to service and my thoughts.
Date: Friday, February 4, 2022 7:50:52 AM

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

Im offering a few more thoughts. There are some good and bad(in my opinion)things that have been done with routes recently. For example the 7 route replaced the 3 and i see no need to ever bring the three back. However the 10 being removed has caused strain especially on the 2 route which moves university students and workers. The 8 and 28 pick up much of that but some 2s are really slammed. I think it would be a good thing to have input between Drivers and the creators of routes, since we drive and see exactly what's going on out there. Thanks so much. John

Sent from my iPhone

From: [Bridgit Reisner](#)
To: [Metro Redesign](#)
Subject: Southwest side feedback
Date: Friday, February 4, 2022 9:57:40 AM

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

Hello,

I live on the southwest side, on current route 50.

The proposed plan looks great, and really addresses the main problem in this part of town: long, one-way loops.

Two-way bus traffic on Schroeder Road will be a game changer for my family. It will cut my afternoon commute by 20 minutes, at least.

Bravo!

Bridgit Reisner

From: [Cechvala, Michael](#)
To: ["Bridgit Reisner"; Metro Redesign](#)
Subject: RE: Southwest side feedback
Date: Friday, February 4, 2022 10:10:03 AM

Thank you for the comment, Bridgit.
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Bridgit Reisner
Sent: Friday, February 04, 2022 9:57 AM
To: Metro Redesign
Subject: Southwest side feedback

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

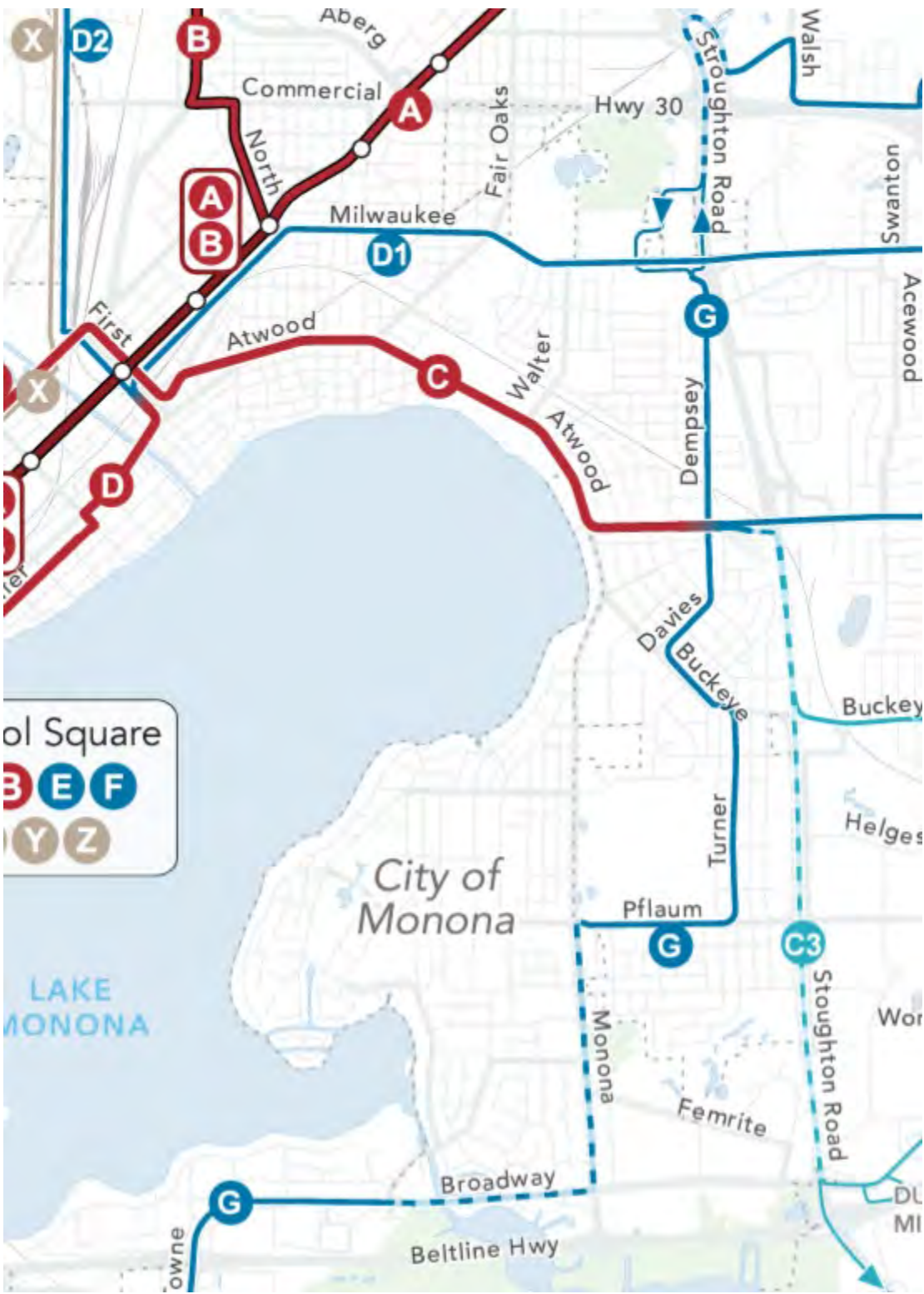
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Two-way bus traffic on Schroeder Road will be a game changer for my family. It will cut my
afternoon commute by 20 minutes, at least.
Bravo!
Bridgit Reisner

From: [Cechvala, Michael](#)
To: "[katrina ketterer](#)"; [Metro Redesign](#)
Subject: RE: Bus route proposal concerns
Date: Friday, February 4, 2022 10:12:40 AM
Attachments: [image001.png](#)

Thank you for your comment, Katrina.
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation
From: katrina ketterer
Sent: Friday, February 04, 2022 6:55 AM
To: Metro Redesign
Subject: Bus route proposal concerns

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

Hello,
As someone who rode the bus for many years until recently, and still does at times, this redesign is a terrible idea. The plan cuts out a neighborhood and side of town that counts on a direct route to their destination. It will also mean people have to catch multiple buses, and walk further. In the cold Wisconsin winters this is not great. What about the elderly, disabled, and people with kids? I truly don't understand what people planning this are thinking. So please reconsider your new plan. Thank You.
~ Katrina Ketterer



From: [Cechvala, Michael](#)
To: ["Bill Jolin"; Metro Redesign](#)
Subject: RE: double the walk to the bus
Date: Friday, February 4, 2022 10:13:33 AM

Thank you for your comment, Bill.
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Bill Jolin
Sent: Friday, February 04, 2022 6:56 AM
To: Metro Redesign
Subject: double the walk to the bus

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

I live on Willard Ave. It will be half a mile walk to catch a bus to Woodman's or the Post Office and points east and north, more than double the current distance. The current redesign is no improvement in service for this neighborhood.
Bill Jolin

From: [Cechvala, Michael](#)
To: ["MARUDMAN"; Metro Redesign](#)
Subject: RE: Route 15 metro redesign
Date: Friday, February 4, 2022 10:15:30 AM

Thank you for your comment, Mark.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: MARUDMAN

Sent: Friday, February 04, 2022 7:44 AM

To: Metro Redesign

Subject: Route 15 metro redesign

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

To whom it may concern:

I recently learned about the redesign essentially leaving Wexford village on Madisons west side without service. This is a large neighborhood with many commuters to downtown during normal times.

I realize rider's may be down but I don't think evaluating that during a pandemic paints the full picture. I urge you to reconsider the changes to route 15 as it would impact many lives as we try to find our way out of this pandemic.

This route provides a whole neighborhood and community transportation to UW and downtown offices.

In normal times the bus was busy most of the day and standing room was jam packed during the morning and afternoon commute.

Please leave route 15 as is so people can have one less thing to worry about during an already stressful time.

Thank you for the consideration

Mark Rudman

From: [Bill Jolin](#)
To: [Cechvala, Michael](#); [Metro Redesign](#)
Subject: Re: double the walk to the bus
Date: Friday, February 4, 2022 10:30:58 AM

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

The plan outline is an actual service reduction.

On 2/4/2022 10:13 AM, Cechvala, Michael wrote:

Thank you for your comment, Bill.
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Bill Jolin
Sent: Friday, February 04, 2022 6:56 AM
To: Metro Redesign
Subject: double the walk to the bus

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I live on Willard Ave. It will be half a mile walk to catch a bus to Woodman's or the Post Office and points east and north, more than double the current distance. The current redesign is no improvement in service for this neighborhood.
Bill Jolin

From: [Cechvala, Michael](#)
To: ["John Wood"; Metro Redesign](#)
Subject: RE: Proposed changes to service and my thoughts.
Date: Friday, February 4, 2022 10:32:52 AM

Hi John, thanks for your comments. We were going to have a day-long table set up where we could interact with drivers and hear their feedback a few weeks ago, but unfortunately the Omicron variant came out around that time and we decided to cancel it. There will continue to be information in the driver newsletter. Feel free to check in with us if you have any more ideas.

On the west side, Route 2, 28, etc will be overhauled by the BRT network, Routes A and B which will have a combined service of every 7.5 minutes throughout the day with articulated buses. The hospital will be served by Route C every 15 minutes (and 80). Route C will not go west of the UW Hospital. This will mean that west side travelers coming in to town will not be mixing with hospital riders as much, and we'll have an empty bus starting out at the hospital. Hopefully this will help with the concerns you described.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: John Wood <john1962wood@gmail.com>
Sent: Friday, February 04, 2022 7:51 AM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: Proposed changes to service and my thoughts.

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

Im offering a few more thoughts. There are some good and bad(in my opinion)things that have been done with routes recently. For example the 7 route replaced the 3 and i see no need to ever bring the three back. However the 10 being removed has caused strain especially on the 2 route which moves university students and workers. The 8 and 28 pick up much of that but some 2s are really slammed. I think it would be a good thing to have input between Drivers and the creators of routes, since we drive and see exactly what's going on out there. Thanks so much. John

Sent from my iPhone

From: [Jeremy Nealis](#)
To: [Metro Redesign](#)
Subject: Latest proposal decreases bus access in my neighborhood
Date: Friday, February 4, 2022 10:37:29 AM

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

To whom it may concern:

I'm writing to this group to voice my concerns regarding the latest Metro redesign proposal. My family lives on Wilshire Lane in the Eastmorland neighborhood and my wife commutes to campus each day by bus.

She used to have two options, either the 3 on Walter Street or the 38 on Hargrove Street. Between these two routes, she could access the bus every 15 minutes in peak commute times. Currently, the 38 is the only route in our neighborhood that will take her to work. So, we've already lost access recently.

She has mild mobility issues due to recurring knee injuries. The current walk from our house to the bus stop can be difficult when the sidewalks are icy and the sun is down. She dislocated her knee walking to the bus just two years ago.

Removing bus access in our neighborhood and doubling the walk distance to a stop on Atwood Avenue will make grabbing a bus unrealistic for our family and many others in our neighborhood. I want to also note that it's currently unsafe to walk down Walter Street near Atwood because the sidewalks are incomplete.

This proposal seems to only benefit people who currently live near a route while asking those who already live further from the routes to make even bigger sacrifices, or just not ride the bus at all.

I hope you take my feedback into consideration and continue to gather more.

Thanks,
Jeremy

--

Jeremy Nealis
<http://jeremyneal.is>

From: [Cechvala, Michael](#)
To: "Diane Mayerfeld"
Cc: [Foster, Grant](#); [Metro Redesign](#)
Subject: RE: [D15] Bus route proposed changes
Date: Friday, February 4, 2022 10:40:27 AM

Thanks Diane, I'll make sure you're signed up for updates for the Transit Network Redesign. We try to send out emails for all the important events.

Just to be clear, the Transportation Policy and Planning Board is different, that is our oversight board. Meetings are open to the public and agendas are published at:

<https://www.cityofmadison.com/city-hall/committees/transportation-policy-and-planning-board>

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Diane Mayerfeld
Sent: Thursday, February 03, 2022 10:53 PM
To: Cechvala, Michael
Cc: Foster, Grant ; Metro Redesign
Subject: Re: [D15] Bus route proposed changes

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

Hello Mike,

Thank you for providing the MetroRedesign email. I attempted to sign up for email notifications of Transportation Board meetings on the Metro Redesign website, but I believe I tried that once before and never received any notifications. So I am not confident that will work.

As I mentioned, I am concerned to see that the City's proposed changes to bus routes will significantly reduce bus service to the Westmorland neighborhood, which is currently served by the number 6 line. Residents will have to walk either to Odana Rd. or north of the corner of Midvale Blvd. and Mineral Point Rd. Both routes are more than a half mile away from my house, and from most of the neighborhood. The proposed E route down Midvale Blvd. also does not go to the main part of the UW campus, to lower State St., or down the isthmus — the main destinations for my family and for many of my neighbors. It also takes a circuitous route, which will likely lengthen the trip to the capital by 5 to 10 minutes.

I ask the Transportation Board to insist on a plan that does not significantly reduce bus service for any of Madison's neighborhoods, including Westmorland and other neighborhoods that rely on the current number 6 bus.

I expect you have already seen this post: <http://www.busadvocates.org/blog/HalfAssed.html> .

If not, I encourage you and all the members of the Transportation Board to read it.

Sincerely,

Diane Mayerfeld

diane@mayerfeld.us

445 S. Owen Dr.

Madison, WI 53711

608-238-2223

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Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Foster, Grant <district15@cityofmadison.com>

Sent: Wednesday, February 02, 2022 7:16 AM

To: diane@mayerfeld.us

Cc: Cechvala, Michael <MCechvala@cityofmadison.com>

Subject: Re: [D15] Bus route proposed changes

Thanks for writing in on this, Diane.

Mike, can you see Diane's email below and share more info on the changes she should expect with the proposed changes? Is there a way for her to subscribe to updates so that she will be notified of public meetings and other opportunities for info? Thanks!

Grant Foster

District 15 Alder

Madison Common Council

608-285-2519

<https://www.cityofmadison.com/council/district15/blog/>

From: diane@mayerfeld.us <diane@mayerfeld.us>

Sent: Tuesday, February 1, 2022 22:06

To: Foster, Grant

Subject: [D15] Bus route proposed changes

Recipient: District 15, Grant Foster

Name: Diane Mayerfeld

Address: 445 S Owen Dr., Madison, WI 53711

Email: diane@mayerfeld.us

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

Message:

Hello Alder Foster,

I am very concerned to see that the City's proposed changes to bus routes will significantly reduce bus service to the Westmorland neighborhood, which is currently served by the number 6 line. Residents will have to walk either to Odana Rd. or north of the corner of Midvale Blvd. and Mineral Point Rd. Both routes are more than a half mile away from my house, and from most of the neighborhood. The proposed E route down Midvale Blvd. also does not go to the main part of the UW campus, to lower State St., or down the isthmus — the main destinations for my family and for many of my neighbors. It also takes a circuitous route, which will likely lengthen the trip to the capital by 5 to 10 minutes.

I hope you will advocate for bus service that continues to serve the residents of Westmorland and other neighborhoods that rely on the current number 6 bus.

Also, can you tell me if there are any upcoming meetings about the proposed changes to city bus service?

Thank you.

Diane Mayerfeld

From: [Cechvala, Michael](#)
To: "[Jeremy Nealis](#)"; [Metro Redesign](#)
Subject: RE: Latest proposal decreases bus access in my neighborhood
Date: Friday, February 4, 2022 10:45:59 AM

Thank you for your comments, Jeremy, I'll share them with the project team.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Jeremy Nealis

Sent: Friday, February 04, 2022 10:37 AM

To: Metro Redesign

Subject: Latest proposal decreases bus access in my neighborhood

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To whom it may concern:

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This proposal seems to only benefit people who currently live near a route while asking those who already live further from the routes to make even bigger sacrifices, or just not ride the bus at all.

I hope you take my feedback into consideration and continue to gather more.

Thanks,

Jeremy

--

Jeremy Nealis

<http://jeremyneal.is>

From: [Beverly Bednar](#)
To: [Metro Redesign](#)
Subject: Review Draft Plan PDF
Date: Friday, February 4, 2022 11:12:23 AM

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

I cannot figure out the new draft plan. I don't understand what the bus routes A, B, C, D etc. mean. Where are the old bus routes that become the new bus routes? Where are the bus stops? Even when I enlarge the PDF I still cannot figure out how the redesign is going to change. Right now I can walk a block to my bus stop and catch the #4 or #7 to go to the square. I have a package to take to the post office. How would this new redesign affect me on this one trip, as an example. I do not understand how you expect us to figure out the new redesign. Where can I go to find out in person what is going on?

Beverly Bednar
(a bus rider for 50+ years)

From: [Cechvala, Michael](#)
To: ["Beverly Bednar"; Metro Redesign](#)
Subject: RE: Review Draft Plan PDF
Date: Friday, February 4, 2022 11:18:58 AM

Hi Beverly, thank you for the comment. In the Draft Network Plan, the old numbered routes are replaced by letter routes A, B, C, etc. If you are used to using Routes 4 and 7, I'll assume you live on the south side of the isthmus and are going to the post office on the Capitol Square (Mifflin Street). In this case, you would catch Route D on or near Jenifer Street which would take you to Wilson and Martin Luther King where you would walk to the square, or you could walk to East Washington and catch either route A or B which would go directly to the square. Bus stops are not shown on the map.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Beverly Bednar

Sent: Friday, February 04, 2022 11:12 AM

To: Metro Redesign

Subject: Review Draft Plan PDF

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

I cannot figure out the new draft plan. I don't understand what the bus routes A, B, C, D etc. mean. Where are the old bus routes that become the new bus routes? Where are the bus stops? Even when I enlarge the PDF I still cannot figure out how the redesign is going to change. Right now I can walk a block to my bus stop and catch the #4 or #7 to go to the square. I have a package to take to the post office. How would this new redesign affect me on this one trip, as an example. I do not understand how you expect us to figure out the new redesign. Where can I go to find out in person what is going on?

Beverly Bednar

(a bus rider for 50+ years)

From: [Lynn Lin](#)
To: [Metro Redesign](#)
Subject: Bus route 15
Date: Friday, February 4, 2022 12:06:01 PM

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

Dear Sir/Mdm,

Good day.

I am writing in with regards to the new proposal of taking bus 15 out of Wexford Village route. The new proposal will be Old Sauk and Westfield.

This is causing a lot of inconvenience not only to my family and I but also those who utilize the bus route the most especially during winter time when we prefer to leave the car at home and take a bus to work and school.

Please consider not to remove the current bus route.

Thank you very much.

Best,
Lin

From: [Mymetrobus](#)
To: [Metro Redesign](#)
Subject: FW: Keep the direct bus line along Atwood Avenue to downtown
Date: Friday, February 4, 2022 12:07:49 PM

-----Original Message-----

From: Anne Hughes <annehughes123@gmail.com>
Sent: Friday, February 04, 2022 8:18 AM
To: Mymetrobus <MEMyMetroBus@cityofmadison.com>
Subject: Keep the direct bus line along Atwood Avenue to downtown

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

Please keep the direct single bus route between Atwood Ave. and downtown. To transfer, for such a short commute, is not going to be convenient for so many from the near east side.

Anne Hughes
125 N Hamilton St #1205
Madison WI 53703

From: [Cechvala, Michael](#)
To: ["Lynn Lin"; Metro Redesign](#)
Subject: RE: Bus route 15
Date: Friday, February 4, 2022 12:12:23 PM

Thank you for these comments, Lin.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Lynn Lin

Sent: Friday, February 04, 2022 12:06 PM

To: Metro Redesign

Subject: Bus route 15

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

Dear Sir/Mdm,

Good day.

I am writing in with regards to the new proposal of taking bus 15 out of Wexford Village route. The new proposal will be Old Sauk and Westfield.

This is causing a lot of inconvenience not only to my family and I but also those who utilize the bus route the most especially during winter time when we prefer to leave the car at home and take a bus to work and school.

Please consider not to remove the current bus route.

Thank you very much.

Best,

Lin

From: [Cechvala, Michael](#)
To: [Mymetrobus; Metro Redesign; "annehughes123@gmail.com"](#)
Subject: RE: Keep the direct bus line along Atwood Avenue to downtown
Date: Friday, February 4, 2022 12:16:32 PM

Thank you for these comments Anne. Under the draft plan, Atwood would be served by Route C. Although Route C would not serve the Capitol Square, it would be available on Johnson and Gorham Streets a few blocks to the north.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: Anne Hughes <annehughes123@gmail.com>
Sent: Friday, February 04, 2022 8:18 AM
To: Mymetrobus <MEMyMetroBus@cityofmadison.com>
Subject: Keep the direct bus line along Atwood Avenue to downtown

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

Please keep the direct single bus route between Atwood Ave. and downtown. To transfer, for such a short commute, is not going to be convenient for so many from the near east side.

Anne Hughes
125 N Hamilton St #1205
Madison WI 53703

From: [David Null](#)
To: [Metro Redesign](#)
Subject: Route H Redesign feedback
Date: Friday, February 4, 2022 1:40:51 PM

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

Hello, I would suggest switching route H to be on Gammon Road all the way until Old Sauk Road.

I am wondering the reason for pushing the route off Gammon between Mineral Point and Ol Sauk. There is much denser housing on Gammon Road north of Mineral Point (including the recently completed Vista West that may not be reflected). In addition there is the High School, Middle School, and Community Center. All of these seem a much better aim for ridership than a street of single family houses and condos.

Additionally, Gammon Road is wide enough to allow for a separate bus lane; I think it was part of the Safer Streets future planning to reduce the lane count and this would be a perfect impetus to do so. I would consider this segment of the route on a more hyperlocal level than just census tracts.

I have followed Jarret's work in other municipalities and am very glad the City decided to retain his firm for this study!

Thanks for your time.

From: [Carol V.](#)
To: [Metro Redesign](#)
Subject: support for the redesign project
Date: Friday, February 4, 2022 1:50:09 PM

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

Dear Transportation Board,

I have been mildly critical of the redesign project. After listening to the Jan 31st presentation I have changed my mind. I think the city has done an admirable job of designing a system that is as equitable as possible given both economic and geographical constraints.

I want to encourage the city to develop a "find my route" tool similar to the one that exists on the madison metro website sooner rather than later. Giving people some more concrete idea of what their commute is going to look like could go a long way towards clearing up a lot of confusion and anxiety.

Regards,
Carol Van Hulle

From: [Patrick S](#)
To: [Metro Redesign](#)
Subject: East side service
Date: Friday, February 4, 2022 2:07:21 PM

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

Good afternoon,

My name is Patrick Swailes and I own a house on Dempsey Road. I'm not very impressed with this new service plan. I now have to travel an extra 1/4 mile to get to a bus stop that goes down town and I guess I now live on the "East Beltline."

This road has a church and a school on it and is also part of the capital east bike loop.

Why would you send busses flying down this road every 30 minutes? Why are they not on Stoughton road if you are trying to use a "East beltline." That road, literally, was the old beltline.

I've been asking my alder to get speed bumps on this road for years, and now it's going to become the "Bus Beltline"

This is unacceptable, but what I'm used to as an east side resident.

Patrick Swailes
6085560260
134 Dempsey Rd, Madison, WI 53714

From: [Cechvala, Michael](#)
To: "[Carol V.](#)"; [Metro Redesign](#)
Subject: RE: support for the redesign project
Date: Friday, February 4, 2022 3:42:04 PM

Thank you for your comment Carol.
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Carol V.
Sent: Friday, February 04, 2022 1:50 PM
To: Metro Redesign
Subject: support for the redesign project

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

Dear Transportation Board,

I have been mildly critical of the redesign project. After listening to the Jan 31st presentation I have changed my mind. I think the city has done an admirable job of designing a system that is as equitable as possible given both economic and geographical constraints.

I want to encourage the city to develop a "find my route" tool similar to the one that exists on the madison metro website sooner rather than later. Giving people some more concrete idea of what their commute is going to look like could go a long way towards clearing up a lot of confusion and anxiety.

Regards,
Carol Van Hulle

From: [Cechvala, Michael](#)
To: ["Patrick S": Metro Redesign](#)
Subject: RE: East side service
Date: Friday, February 4, 2022 3:51:07 PM

Thank you for your comments and question Patrick. Route G is on Dempsey instead of Stoughton Road because it is not feasible for us to serve bus stops on Stoughton Road.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Patrick S

Sent: Friday, February 04, 2022 2:07 PM

To: Metro Redesign

Subject: East side service

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

Good afternoon,

My name is Patrick Swailes and I own a house on Dempsey Road. I'm not very impressed with this new service plan. I now have to travel an extra 1/4 mile to get to a bus stop that goes down town and I guess I now live on the "East Beltline."

This road has a church and a school on it and is also part of the capital east bike loop.

Why would you send busses flying down this road every 30 minutes? Why are they not on Stoughton road if you are trying to use a "East beltline." That road, literally, was the old beltline.

I've been asking my alder to get speed bumps on this road for years, and now it's going to become the "Bus Beltline"

This is unacceptable, but what I'm used to as an east side resident.

Patrick Swailes

6085560260

134 Dempsey Rd, Madison, WI 53714

From: [Mymetrobus](#)
To: [Metro Redesign](#)
Subject: FW: Bus Service - Wexford
Date: Friday, February 4, 2022 4:06:03 PM

From: Sara & Denny Marx
Sent: Friday, February 04, 2022 4:01 PM
To: Mymetrobus
Cc: Furman, Keith
Subject: Bus Service - Wexford

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

To Whom It May Concern,

The recent announcement of the discontinuation of Route 15 bus service in Wexford is quite unacceptable. As a tax payer and long-standing bus rider, I consider the elimination of this route through our neighborhood is an outrageous insult. In this era of heightened awareness of our environment, the resultant increase in forced automobile traffic is hypocritical.

Where is our civic leadership? Does anyone care?

Dennis Marx

18 Highgate Circle

608-836-1134 (h)

608-609-9747 (c)

From: [Furman, Keith](#)
To: [Sara & Denny Marx](#)
Cc: [Metro Redesign](#)
Subject: RE: Bus Service - Wexford
Date: Friday, February 4, 2022 4:31:29 PM

Dennis,

Did you send me a note about this previously that I missed? I'm more than happy to talk more about this, but I believe this is first note I've received from you.

There will be upcoming meetings about this proposed draft plan, including a meeting focused on getting feedback very specifically from the west side.

If you haven't already done so, I recommend reading the draft plan:

[TransitNetworkRedesign_DraftPlanReport.pdf \(cityofmadison.com\)](#)

(I've also included below a summary presentation that is very good)

The draft plan explains the logic behind the proposal. Page 25 specifically refers to our area.

Route H and Y will be providing service to the area. Looks like the walk from your house is about 7 minutes now to the bus stop (for service that comes every hour). The proposal changes to the peak-only service on Y is roughly 13 mins walk (to Gammon) and for service on H (which is every 30 minutes) is an 18 minute walk (to Old Sauk).

It's definitely not idea, but there are still options and it contributes to a goal of providing more direct, frequent, and consistent service with limited resources.

The benefits to the City as a whole, especially when it comes to proximity and equity, are pretty impressive with this redesign. Here's a presentation that was given at last week's Transportation Policy and Planning Board meeting:

[DraftPlanPresentation_20220131_Revised.pdf \(cityofmadison.com\)](#)

-Keith F.

Alder Keith Furman, 19th District, Madison, WI

district19@cityofmadison.com

[608-912-0000](tel:608-912-0000)

Subscribe to my blog: <http://www.cityofmadison.com/council/district19/blog/>

From: Sara & Denny Marx

Sent: Friday, February 4, 2022 4:01 PM

To: Mymetrobus

Cc: Furman, Keith

Subject: Bus Service - Wexford

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

To Whom It May Concern,

The recent announcement of the discontinuation of Route 15 bus service in Wexford is quite unacceptable. As a tax payer and long-standing bus rider, I consider the elimination of this route through our neighborhood is an outrageous insult. In

this era of heightened awareness of our environment, the resultant increase in forced automobile traffic is hypocritical. Where is our civic leadership? Does anyone care?

Dennis Marx

18 Highgate Circle

608-836-1134 (h)

608-609-9747 (c)

From: [Cechvala, Michael](#)
To: [Mymetrobus: Metro Redesign](#)
Subject: RE: draft transit network changes
Date: Friday, February 4, 2022 5:22:14 PM

Hi Clifford, I'm sorry for the miscommunication. We're working on a version of the report that is more accessible, useful, and descriptive for blind people. We're also working on a survey and are putting in more effort to make sure it is accessible. If I can be of assistance, please let me know and I can give you a call when it's convenient for you, or whatever is the best way to connect.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: Clifford Blackwell <ceblackwell3@gmail.com>
Sent: Wednesday, February 02, 2022 7:15 PM
To: Mymetrobus <MEMyMetroBus@cityofmadison.com>
Subject: draft transit network changes

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

Hello,

I am a blind computer user and Metro bus rider. I tried reviewing the draft report of the changes to be proposed to the bus system. I offer the following observations.

While well written, the report relies almost entirely on maps to identify routes, existing and future. Unfortunately, as a blind person, I cannot successfully access this information in this format.

I hoped that I would find a route by route comparison in some text form, but did not find such an explanation. I'm feeling left out and have no idea of what, if anything, the proposed changes will mean to my bus use.

I note that there is some discussion of the need to make certain infrastructure improvements to make pedestrian and user safer and more convenient. These changes are not fully identified. While if there was an elimination of my service (along the Rutledge Street corridor), I doubt that I could safely access bus service along the Williamson Street/Winnebago Street corridor in any meaningful manner.

Before I could be enthusiastic about these proposed changes, I would need to know that my safety is assured.

The report sets forth several surveys that were undertaken to judge user interest. The surveys were not especially accessible to people using a screen reader. When I inquired about this, there was a passing attempt to make the survey accessible that was unsuccessful and my concern was not further recognized. I was told there would be more surveys that I could participate in, but I have seen none to date.

Essentially, I was told that the survey designer was sorry. However, there was no alternative method for me to express my opinion.

I'm left, as a blind person, with the feeling that my concerns and use of the bus system are not being considered or will not be so in the future. I admit to feeling fairly cranky these days, but it feels more as if Metro is planning without considering the needs of its entire population. I don't know if the paratransit system will also receive redesign to make it more useful or not. I have heard nothing in this whole process to indicate that the needs of Metro's disabled riders are going to be considered. This is typified by the emphasis in the report that more people may have just a little longer to go to reach a bus with more frequent service. However, that statement does not

consider the impact of that additional distance for someone in a wheelchair or walker or using a cane for mobility. These are important considerations especially in the ice, cold and snow of a Madison winter or in the heat of a summer heat wave.

I hope that future drafts of the proposed changes will take my concerns into account and result in a system that truly meets the needs of all of Metros users.

Thank you.

Clifford E. Blackwell, III

From: [Michele Leighton](#)
To: [Metro Redesign](#)
Subject: Opposition to new Route D running off the Capitol Square
Date: Friday, February 4, 2022 5:53:48 PM

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

Dear Sir or Madam --

I write to oppose the current routing of Route D (and also Route C) off the Capitol Square in the downtown area, for the reasons stated below. Route D is what affects me and thus I am stating my concerns with respect to Route D, but Route C is similarly impacted.

- Prior Effort to Push East-West Bus Route Off the Square. I understand that we are moving away from bus “transfer points” but the Capitol Square area will continue to function as a transfer hub (even if not designated as a “transfer point”) *regardless*, due to the inherent funneling of traffic through the isthmus area. Every other bus route, except for Route D (and Route C) will come to the Capitol Square, which will facilitate a bus transfer for anyone who needs to make one (except of course if it involves a Route D bus). Moving Route D off the Capitol Square will force anyone needing to transfer from or to a Route D bus to walk multiple blocks (possibly several blocks, depending on where bus stops are located).
 - o Several years ago the City also tried to push Route 3 buses (the then Route D equivalent between the near east side and the near west side) off the Capitol Square. I showed up at a public hearing and voiced my objection to having only one bus route run off the Capitol Square when every other downtown route ran on the Square. Metro’s thought process at the time was to run Route 3 off the Capitol Square to eliminate time delays caused by Square-area traffic and traffic lights in order to help keep the route running on schedule. Metro ultimately kept Route 3 on the Square.
- Commuting for Work. There are hundreds of people who work directly on the Capitol Square and upper State Street area. Under the proposed Route D route, anyone commuting to the Capitol Square from the near east side or near west side will have to exit the bus on Doty or Wilson Street and walk multiple blocks to their job; and anyone commuting to the upper State Street area will have to walk multiple blocks either from Doty/Wilson or from the Johnson Street area.
- Commuting for Pleasure. For anyone living on the near east side or near west side who wants to avoid downtown parking costs and headaches by riding Metro to any of our city’s numerous downtown museums, restaurants or entertainment venues (e.g., Overture), under the current proposal riding Metro will no longer be convenient because a Route D bus will drop them off multiple blocks away from their destination. If that destination is Overture, for example, after their show (which could be late at night) west side residents will have to walk either (1) numerous blocks all the way to Wilson Street or (2) multiple blocks toward Gorham Street, in order to catch a bus home. This is a real inconvenience and concern -- I know of many west side residents who have consistently ridden Metro’s current Route 7 (and prior Route 3) to Overture, restaurants and other downtown events, including the Dane County Farmers Market on Saturdays.

- YWCA. Any woman with children residing at the YWCA on the Capitol Square who needs to ride Route D to her destination will be forced to walk several blocks to/from Doty or Wilson Street for her bus, with (often multiple) young children in tow.
- Some Uncontrolled Intersections Involved. In particular, please note that in order to walk between Wilson/Doty Streets and a destination on the Capitol Square or upper State Street, there are areas where doing so involves crossing an uncontrolled intersection. Even though pedestrians are *supposed to* have the right of way in those crosswalks, we all know that they are potentially putting themselves at risk by stepping into crosswalks in order to signal vehicles to stop, as too often drivers are impatient or not paying attention.

Giving every other bus route easy access to the Capitol Square area, and excluding Route D (and Route C), doesn't make sense from the standpoint of facilitating people being readily able to transfer from one bus route to another in the downtown area -- our geographically natural transfer hub -- and indeed seems to spit in the face of east-west bus riders who for decades have been some of Metro's most consistent and loyal users of public transportation (on current/prior Routes 3, 58 and 7).

Metro may again respond that running Route D (and Route C) off the Capitol Square would help eliminate time delays caused by traffic and traffic lights to help keep the route running on schedule -- the same argument Metro made several years ago when it wanted to push Route 3 off the Capitol Square on the same exact off-Square path it wants to put Route D now. However, by "fixing" the main east-west route in this way, hundreds of potential bus riders will be so inconvenienced that riding the bus to the Capitol Square and upper State Street area may no longer be feasible. If traffic delays are the problem, they can possibly be improved by better timing of traffic lights on and near the Capitol Square. In other words, by Metro attempting to make Route D more convenient for its drivers to stay on schedule, it is making bus ridership quite inconvenient for its loyal east-west riders by adding multiple blocks of walking to access downtown jobs and venues to which they previously had near front-door service.

I read over and over how Dane County residents and the City want to see State Street revitalized and turned into a "destination" again. But if the City makes getting to State Street (and the Capitol Square) on the main east-west bus route inconvenient for riders of public transportation, the City is working at cross-purposes to that effort as well.

Thank you for reading these comments and considering the points made herein.

Michele Leighton
4634 Odana Road
Madison, WI 53711
608-512-6273 cell

From: [Jodi Wortsman](#)
To: [Metro Redesign](#)
Cc: [Zachary Johnson](#)
Subject: Interested in having you come speak to our group
Date: Friday, February 4, 2022 7:59:03 PM

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

Hello,

I live in the Eken Park Neighborhood. I am working with some neighbors on transportation issues in our community. We would like to invite residents of the Eken Park Neighborhood and also neighbors from two surrounding neighborhoods to a Metro Transit Network Redesign presentation. How do we move forward on having you come speak? How are your presentations designed? (e.g. How long is the full presentation? Discussion section?) At this point in the process, what do you do with feedback?

Thank you!

Jodi Wortman
wortsmanjodi@gmail.com
(608) 358-4331

From: [George Perkins](#)
To: [Metro Redesign](#)
Subject: Circulation and BRT both important
Date: Friday, February 4, 2022 8:41:17 PM

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

Metro Redesign Committee:

I was unable to attend the Transportation Policy and Planning Board discussion of the draft Metro Transit Network Redesign Plan at its meeting January 31 2022.

I am quite concerned that the direction Metro is heading is quite contradictory to its mission and the well-being of the city.

I admit I am one of the misinformed who blissfully and ignorantly believed that the new Bus Rapid Transit (BRT) system would not rob the circulation bus service of its funding.

We need good circulation service so everyone can get to all corners of the compass in all hours of the day and night with frequent service including intersection with the BRT routes for quick movement across town. This is a "Well, duh!" obvious hypothesis.

I used to take the bus frequently (in the winter months, bicycling during warmer months). A change of jobs to the outer edges of Madison/Middleton where bus service is awful brought that to an end a couple years ago, though I continued to bicycle at least once per week. But now I do not drive or bike.

Now I telecommute. I will be telecommuting from home for the rest of my career. This is a silver lining of the pandemic. For those affluent information-workers (like myself) who can work remotely, we no longer need to go into an office for our jobs. I suspect that the pandemic has crushed ridership from affluent neighborhoods like Westmorland where I live.

This does not mean I do not see a need for good bus service! This is because everyone who IS using the bus benefits me indirectly. (Or I can be altruistic and say society needs to care for all, and we all need good transportation; but I can just be selfish too.)

Bus service everywhere is important, and important to my neighborhood, Westmorland. The historians in the neighborhood could explain when Westmorland was "out in the country" long ago, a bus was needed to get neighbors to the last trolley stop because the trolley did not make the trip all the way out. In my neighborhood, the draft redesign plan shows the Route 6 bus along Mineral Point disappears:

- under the "ridership alternative" becomes only a peak hour service
- under the "coverage alternative" becomes a once an hour service

Neither of these options is acceptable.

I know you are between a rock and a hard place. But with climate crisis, economic disparity, and other disasters on the horizon, a good bus service will become even more important for sustainable future.

George Perkins

Westmorland Neighbor

442 Toepfer Avenue

Madison, WI 53711

608-442-5558

geoperkins@yahoo.com

CC: Alder Arvina Martin, district 11

CC: Mayor Satya Rhodes-Conway

Sent from my iCurmudgeon™

From: [Adam Pagenkopf](#)
To: [Metro Redesign](#)
Subject: Re: Comment - Adam Pagenkopf
Date: Friday, February 4, 2022 11:36:05 PM

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

A few other ideas regarding public engagement:

An appendix showing the Draft Plan that maps places people need to go outside of work; grocery stores, doctor's offices, government offices, schools, libraries, etc.

A 'build your own isochrone' tool where the user can make isochrones including residents and jobs data for locations they are interested in. The user could also use a slider to change the isochrone time. In addition to jobs and residents, it would be great if access to the places listed above could be quantified on the isochrones as well (e.g. 4 grocery stores in 45 minutes with the Draft Plan versus 1 grocery store in 45 minutes with the Existing Network).

Data tables that show the quantified change in access to places outside of work. "E.g., With the Draft plan, the average Madisonian/low-income person/person of color can access 80% more grocery stores." Maybe this could be presented as an appendix, a data tool, or both.

Thank you,
Adam

Adam Pagenkopf
431 Cantwell Ct, Madison
He/Him/His
pagenkopf.adam@gmail.com
(262) 510-8747

On Thu, Feb 3, 2022 at 8:58 PM Adam Pagenkopf <pagenkopf.adam@gmail.com> wrote:

Hello,

I am a big fan of the Draft Plan. I feel that this will make the bus system more useful for residents all over the city. Even though I live near O'Keefe school and work at UW, 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. More frequent and direct buses, with 'daytime' service running from 6 am - 8 pm, will make the bus more useful for many riders.

I feel that 'Transit Belt Line' and the 'Grid Network' is a potential game-changer for places near and outside the transfer points in Middleton, Fitchburg, far east-, and far west-Madison. Short-term, it makes transit more useful. Long-term, it supports Transit-Oriented Development in more places making transit even more useful.

Regarding the upcoming public engagement, I feel that a few analyses and tools would be very helpful for policymakers and the public to evaluate proposed changes to the transit

network:

A 'reverse' of the Job Access maps in addition to the current maps. Show the number of residents accessible from each workplace (e.g. 1 dot for every 5 full-time-equivalent employees).

A 'Route Planning Tool' (e.g. Google Maps) that could compare a given trip from point A to point B on the Existing Network to the same trip on the Draft Plan. This would make proposed changes more concrete and easy to grasp for people if they knew 'This is how I would get to work' or 'This is how I would get to the grocery store'. I believe that BART or Muni did this in San Francisco when they did their Network Redesign or BRT planning recently.

Keep up the good work,
Adam Pagenkopf

Adam Pagenkopf
431 Cantwell Ct, Madison
He/Him/His
pagenkopf.adam@gmail.com
(262) 510-8747

From: anmaksimoski@gmail.com
To: [Metro Redesign](#)
Subject: BRT route concerns
Date: Saturday, February 5, 2022 8:44:44 AM

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

To whom it may concern,

I am a resident of the Tenney-Lapham neighborhood who commutes to UW for work and I have some serious concerns about the proposed bus routes.

With all due respect, the proposed routes appear to be designed by people who do not use the metro bus system. It also appears to favor high use routes, while ignoring those who have never had efficient busing, particular low income and neighborhoods of color. This is my first concern. My second concern is that the proposed route adds unnecessary transfers for my personal commute (and what I assume is paralleled by others' commutes). What would have been an abundance of 4 routes that take me to work, is now 1 route with transfers. Not a single one was carried over. This may seem fine in theory but what about when it is raining? Below 0 degrees outside? When you're in a wheelchair? Carrying groceries? Accompanied by your young children?

I strongly urge you to consult with actual public transportation users, communities that have always been underserved by bus routes, and those who commute daily using the high traffic bus routes. I am in favor of BRT in theory, but this proposed route plan is making things harder for the working and middle classes, in favor of saving costs for the government.

Thank you,
Alyse Maksimoski

Sent from my iPhone

From: [Andrea Katsandonis](#)
To: [Metro Redesign](#)
Subject: Bus line Impact on Jenifer St
Date: Saturday, February 5, 2022 12:11:31 PM

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

Hello,

I understand the bus lines are being considered for re-routing. I've been a resident and home owner on Jenifer St for 2 years now. It is extremely frustrating and expensive to be a resident of this street because of it.

This is a historical neighborhood with little or no parking for the homes here. We also have a lot of Willy St traffic (I'm on the 1200 block by the Co-op) that take our already limited parking in our street. Requiring one sided parking, daily, even on weekends makes life even harder on the residents that live here. Are there any other streets in the entire city of Madison with these restrictions? So many parking tickets! Especially with working from home. Buses navigate on all the other streets that do not have this restriction, fine. We also lose street parking space for all the bus stops. We do not pay less taxes to have less access to our street. I would advocate that the bus route be moved out of this residential neighborhood.

In addition to the trouble with parking and access to our street, the buses are FAST going through the neighborhood. This street is more than a bus line and the buses driving through do not treat it that way.

I love the neighborhood and location of my house. But the bus line is an extreme sore spot for me.

Thank you,

Andrea Katsandonis
414-828-6720

From: [Douglas Yanggen](#)
To: [Metro Redesign](#)
Subject: Elimination of Bus Service on Toepfer
Date: Sunday, February 6, 2022 1:42:18 PM

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

>
> We're disappointed to learn that the number 6 bus service on Toepfer will be eliminated. We are elderly and one of us is disabled. We are unable to walk to another bus stop. Please take people like us into mind when making your decisions.
>
> Douglas Yanggen and Ellen Fisher
> 4014 Winnemac Ave.
> Madison, Wi 53711
>
> Sent from my iPad

From: [John Petrusek](#)
To: [Metro Redesign](#)
Subject: Redesign Proposal
Date: Monday, February 7, 2022 5:26:39 AM

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

Hi

This new design doesn't seem to make sense at all, and seems to be made up by someone who doesn't ride the bus to work on a daily basis or at all. I'm employed by the UW and there would be no direct route to work, which is supposedly the reason for your redesign. I bet by the time I could make my transfer, I could probably just walk the rest of the way, however I'm not interested in walking halfway to work. In weather conditions like we are having here in Wisconsin in February, this could be very dangerous. This proposal would also cut off my direct route to Woodmans and the Postal service, which I have relied on for more than a decade to get food and necessities. Once again your direct line proposal isn't direct at all!!!! If there are undeserved areas, than how about just making some new routes, more frequent routes to get me direct to nowhere, well gets me nowhere frequently!!! Thanks.

I am also gonna find who to talk to at the UW, since we are a big purchaser of metro bus passes.

John

From: [Foster, Grant](#)
To: [Carol V.](#)
Cc: [Metro Redesign](#)
Subject: Re: Metrobus redesign options
Date: Monday, February 7, 2022 7:13:19 AM

Hi, Carol.

Thanks for sending in your feedback. I've copied the Network Redesign team here so that they have your feedback as well.

Grant Foster
District 15 Alder
Madison Common Council
608-285-2519

<https://www.cityofmadison.com/council/district15/blog/>

From: Carol V.
Sent: Tuesday, February 1, 2022 16:23
To: Foster, Grant; Furman, Keith; Harrington-McKinney, Barbara
Subject: Metrobus redesign options

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

Dear Alders Harrington-McKinney, Furman, and Foster,

I had the opportunity to look at slides from the city's recent hearing on the Metrobus redesign project. First, I am generally supportive of the redesign effort. However, I am concerned about the changes to coverage on the Near West side (Monroe street, Odana, Midvale, Regent).

It appears this area is going to see the largest reduction in bus service across the city. This area is densely populated and many people use the bus to get to and from work or school. If the city's goal is to increase ridership it does not make sense to metake service away from an area that already has high ridership.

As members of the transportation committee I am calling on you to work with the city to ensure that people who live and work around the near west side have access to adequate to the needs of the community.

Regards, Carol

From: [Cechvala, Michael](#)
To: ["Jodi Wortsman"; Metro Redesign](#)
Cc: [Zachary Johnson](#); [URBAN ASSETS LLC](#)
Subject: RE: Interested in having you come speak to our group
Date: Monday, February 7, 2022 8:25:20 AM

Hi Jodi, I'd be happy to speak. Can you let me know what dates and times work for you? I've copied Melissa Huggins from Urban Assets, she may help us with the details. We can tailor a presentation but typically I'd do a powerpoint that might last 20 or 30 minutes and then discussion. We're doing this virtually through Zoom for the time being. Thanks!

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Jodi Wortsman

Sent: Friday, February 04, 2022 7:59 PM

To: Metro Redesign

Cc: Zachary Johnson

Subject: Interested in having you come speak to our group

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

Hello,

I live in the Eken Park Neighborhood. I am working with some neighbors on transportation issues in our community. We would like to invite residents of the Eken Park Neighborhood and also neighbors from two surrounding neighborhoods to a Metro Transit Network Redesign presentation. How do we move forward on having you come speak? How are your presentations designed? (e.g. How long is the full presentation? Discussion section?) At this point in the process, what do you do with feedback?

Thank you!

Jodi Wortman

wortsmanjodi@gmail.com

(608) 358-4331

From: [Cechvala, Michael](#)
To: ["George Perkins"; Metro Redesign](#)
Subject: RE: Circulation and BRT both important
Date: Monday, February 7, 2022 8:26:09 AM

Hi George, thank you for these comments.
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: George Perkins
Sent: Friday, February 04, 2022 8:41 PM
To: Metro Redesign
Subject: Circulation and BRT both important

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

Metro Redesign Committee:

I was unable to attend the Transportation Policy and Planning Board discussion of the draft Metro Transit Network Redesign Plan at its meeting January 31 2022.

I am quite concerned that the direction Metro is heading is quite contradictory to its mission and the well-being of the city.

I admit I am one of the misinformed who blissfully and ignorantly believed that the new Bus Rapid Transit (BRT) system would not rob the circulation bus service of its funding.

We need good circulation service so everyone can get to all corners of the compass in all hours of the day and night with frequent service including intersection with the BRT routes for quick movement across town. This is a "Well, duh!" obvious hypothesis.

I used to take the bus frequently (in the winter months, bicycling during warmer months). A change of jobs to the outer edges of Madison/Middleton where bus service is awful brought that to an end a couple years ago, though I continued to bicycle at least once per week. But now I do not drive or bike. Now I telecommute. I will be telecommuting from home for the rest of my career. This is a silver lining of the pandemic. For those affluent information-workers (like myself) who can work remotely, we no longer need to go into an office for our jobs. I suspect that the pandemic has crushed ridership from affluent neighborhoods like Westmorland where I live.

This does not mean I do not see a need for good bus service! This is because everyone who IS using the bus benefits me indirectly. (Or I can be altruistic and say society needs to care for all, and we all need good transportation; but I can just be selfish too.)

Bus service everywhere is important, and important to my neighborhood, Westmorland. The historians in the neighborhood could explain when Westmorland was "out in the country" long ago, a bus was needed to get neighbors to the last trolley stop because the trolley did not make the trip all the way out. In my neighborhood, the draft redesign plan shows the Route 6 bus along Mineral Point disappears:

- under the "ridership alternative" becomes only a peak hour service
- under the "coverage alternative" becomes a once an hour service

Neither of these options is acceptable.

I know you are between a rock and a hard place. But with climate crisis, economic disparity, and other disasters on the horizon, a good bus service will become even more important for sustainable future.

George Perkins

Westmorland Neighbor

442 Toepfer Avenue

Madison, WI 53711

608-442-5558

geoperkins@yahoo.com

CC: Alder Arvina Martin, district 11

CC: Mayor Satya Rhodes-Conway

Sent from my iCurmudgeon™

From: [Cechvala, Michael](#)
To: ["anmaksimoski@gmail.com"](mailto:anmaksimoski@gmail.com); [Metro Redesign](#)
Subject: RE: BRT route concerns
Date: Monday, February 7, 2022 8:28:07 AM

Thank you for these comments, Alyse.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: anmaksimoski@gmail.com <anmaksimoski@gmail.com>
Sent: Saturday, February 05, 2022 8:45 AM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: BRT route concerns

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

To whom it may concern,

I am a resident of the Tenney-Lapham neighborhood who commutes to UW for work and I have some serious concerns about the proposed bus routes.

With all due respect, the proposed routes appear to be designed by people who do not use the metro bus system. It also appears to favor high use routes, while ignoring those who have never had efficient busing, particular low income and neighborhoods of color. This is my first concern. My second concern is that the proposed route adds unnecessary transfers for my personal commute (and what I assume is paralleled by others' commutes). What would have been an abundance of 4 routes that take me to work, is now 1 route with transfers. Not a single one was carried over. This may seem fine in theory but what about when it is raining? Below 0 degrees outside? When you're in a wheelchair? Carrying groceries? Accompanied by your young children?

I strongly urge you to consult with actual public transportation users, communities that have always been underserved by bus routes, and those who commute daily using the high traffic bus routes. I am in favor of BRT in theory, but this proposed route plan is making things harder for the working and middle classes, in favor of saving costs for the government.

Thank you,
Alyse Maksimoski

Sent from my iPhone

From: [Cechvala, Michael](#)
To: ["Andrea Katsandonis"; Metro Redesign](#)
Subject: RE: Bus line Impact on Jenifer St
Date: Monday, February 7, 2022 8:29:40 AM

Thank you for these comments, Andrea.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: Andrea Katsandonis <katsandonisa@gmail.com>
Sent: Saturday, February 05, 2022 12:11 PM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: Bus line Impact on Jenifer St

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

Hello,

I understand the bus lines are being considered for re-routing. I've been a resident and home owner on Jenifer St for 2 years now. It is extremely frustrating and expensive to be a resident of this street because of it.

This is a historical neighborhood with little or no parking for the homes here. We also have a lot of Willy St traffic (I'm on the 1200 block by the Co-op) that take our already limited parking in our street. Requiring one sided parking, daily, even on weekends makes life even harder on the residents that live here. Are there any other streets in the entire city of Madison with these restrictions? So many parking tickets! Especially with working from home. Buses navigate on all the other streets that do not have this restriction, fine. We also lose street parking space for all the bus stops. We do not pay less taxes to have less access to our street. I would advocate that the bus route be moved out of this residential neighborhood.

In addition to the trouble with parking and access to our street, the buses are FAST going through the neighborhood. This street is more than a bus line and the buses driving through do not treat it that way.

I love the neighborhood and location of my house. But the bus line is an extreme sore spot for me.

Thank you,

Andrea Katsandonis
414-828-6720

From: [Cechvala, Michael](#)
To: ["Douglas Yanggen"; Metro Redesign](#)
Subject: RE: Elimination of Bus Service on Toepfer
Date: Monday, February 7, 2022 8:32:16 AM

Thank you for your comments, Douglas and Ellen.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: Douglas Yanggen <dyanggen@icloud.com>
Sent: Sunday, February 06, 2022 1:42 PM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: Elimination of Bus Service on Toepfer

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

>

> We're disappointed to learn that the number 6 bus service on Toepfer will be eliminated. We are elderly and one of us is disabled. We are unable to walk to another bus stop. Please take people like us into mind when making your decisions.

>

> Douglas Yanggen and Ellen Fisher

> 4014 Winnemac Ave.

> Madison, Wi 53711

>

> Sent from my iPad

From: [Cechvala, Michael](#)
To: ["John Petrusek"; Metro Redesign](#)
Subject: RE: Redesign Proposal
Date: Monday, February 7, 2022 8:32:38 AM

Thank you for these comments, John.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: John Petrusek

Sent: Monday, February 07, 2022 5:26 AM

To: Metro Redesign

Subject: Redesign Proposal

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

Hi

This new design doesn't seem to make sense at all, and seems to be made up by someone who doesn't ride the bus to work on a daily basis or at all. I'm employed by the UW and there would be no direct route to work, which is supposedly the reason for your redesign. I bet by the time I could make my transfer, I could probably just walk the rest of the way, however I'm not interested in walking halfway to work. In weather conditions like we are having here in Wisconsin in February, this could be very dangerous. This proposal would also cut off my direct route to Woodmans and the Postal service, which I have relied on for more than a decade to get food and necessities. Once again your direct line proposal isn't direct at all!!!! If there are undeserved areas, than how about just making some new routes, more frequent routes to get me direct to nowhere, well gets me nowhere frequently!!! Thanks.

I am also gonna find who to talk to at the UW, since we are a big purchaser of metro bus passes.

John

From: [Furman, Keith](#)
To: [Sara & Denny Marx](#)
Bcc: [Metro Redesign](#)
Subject: RE: Bus Service - Wexford
Date: Monday, February 7, 2022 8:55:32 AM

I will share your feedback.

I have/had no ability to promise there would be no changes to Route 15. I believe what I said in the draft that had been released at that point, Route 15 looked similar.

-Keith F.

Alder Keith Furman, 19th District, Madison, WI

district19@cityofmadison.com

[608-912-0000](tel:608-912-0000)

Subscribe to my blog: <http://www.cityofmadison.com/council/district19/blog/>

From: Sara & Denny Marx
Sent: Sunday, February 6, 2022 6:54 PM
To: Furman, Keith
Subject: Re: Bus Service - Wexford

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

Keith,

As you suggested, I read through the proposal regarding the transit system. If, by reading this document, the proposal is to be more acceptable, it didn't happen.

Among other things, the wording in the document attempts to pit one ethnic/economic group against another. Metro transit should be of service to all members of our community, without catering to any one group. Creating division is not leadership.

In addition, the proposal states: "Some areas would be a longer walk from service. For some people, transit may become too far to walk to. For most people the impact would be limited: Over 80% of Madison residents would live within a similar distance to a bus stop as they do today."

Under the new plan "73% of Madison's residents would be within 1/4 mile of all-day service, compared to 79% today."

How is this an improvement?

To reiterate what I wrote previously, the interests of today's present ridership is being ignored or, at least, discounted. On a personal level, I will have a greater distance to walk and will need to transfer. As a result, it will probably be necessary for me to drive my vehicle - simply adding to traffic congestion.

Any input you decide to provide on behalf of the present ridership will be

appreciated.

Dennis

P.S. By the way, in the Zoom session at the Wexford Association annual meeting, you did assert that no changes would be made to Route 15 through Wexford.

On Feb 6, 2022, at 1:24 PM, Furman, Keith <district19@cityofmadison.com> wrote:

Dennis,

Nothing is final and redesigning the bus network is an incredibly complicated activity. If you haven't done so already, I really recommend reading at least the presentation I sent so you can better understand the thought that was put into this project. That doesn't mean it's perfect or that everyone will be happy.

-Keith F.

Alder Keith Furman, 19th District, Madison, WI

district19@cityofmadison.com

[608-912-0000](tel:608-912-0000)

Subscribe to my blog: <http://www.cityofmadison.com/council/district19/blog/>

From: Sara & Denny Marx <saradennymarx@gmail.com>

Sent: Friday, February 4, 2022 6:28 PM

To: Furman, Keith <district19@cityofmadison.com>

Subject: Re: Bus Service - Wexford

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

Hi Keith,

You're right, this is the first you've heard from me (other than in a Zoom session at the Wexford annual meeting). By the way, it's not your leadership being questioned.

From what I understand, something is being taken away - proximity to the bus stop and the need to transfer in order to travel to campus. I suspect that those who are proposing this change don't commute by bus, anyway. So, they are either oblivious or not interested in how present ridership is affected. In short, city administration doesn't appear to be looking

out for our interests.

Thanks for responding.

Dennis

On Feb 4, 2022, at 4:31 PM, Furman, Keith
<district19@cityofmadison.com> wrote:

Did you send me a note about this previously that I missed? I'm more than happy to talk more about this, but I believe this is first note I've received from you.

There will be upcoming meetings about this proposed draft plan, including a meeting focused on getting feedback very specifically from the west side.

If you haven't already done so, I recommend reading the draft plan:
[TransitNetworkRedesign_DraftPlanReport.pdf \(cityofmadison.com\)](#)

(I've also included below a summary presentation that is very good)

The draft plan explains the logic behind the proposal. Page 25 specifically refers to our area.

Route H and Y will be providing service to the area. Looks like the walk from your house is about 7 minutes now to the bus stop (for service that comes every hour). The proposal changes to the peak-only service on Y is roughly 13 mins walk (to Gammon) and for service on H (which is every 30 minutes) is an 18 minute walk (to Old Sauk).

It's definitely not ideal, but there are still options and it contributes to a goal of providing more direct, frequent, and consistent service with limited resources.

From: [Cechvala, Michael](#)
To: [Metro Redesign](#)
Subject: FW: Bus Service - Wexford
Date: Monday, February 7, 2022 9:19:46 AM

Forwarding to the redesign email.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Furman, Keith
Sent: Monday, February 07, 2022 8:56 AM
To: Sara & Denny Marx
Subject: RE: Bus Service - Wexford

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district19@cityofmadison.com

[608-912-0000](tel:608-912-0000)

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From: Sara & Denny Marx <saradennymarx@gmail.com>
Sent: Sunday, February 6, 2022 6:54 PM
To: Furman, Keith <district19@cityofmadison.com>
Subject: Re: Bus Service - Wexford

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Alder Keith Furman, 19th District, Madison, WI

district19@cityofmadison.com

[608-912-0000](tel:608-912-0000)

Subscribe to my blog: <http://www.cityofmadison.com/council/district19/blog/>

From: Sara & Denny Marx <saradennymarx@gmail.com>

Sent: Friday, February 4, 2022 6:28 PM

To: Furman, Keith <district19@cityofmadison.com>

Subject: Re: Bus Service - Wexford

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Thanks for responding.

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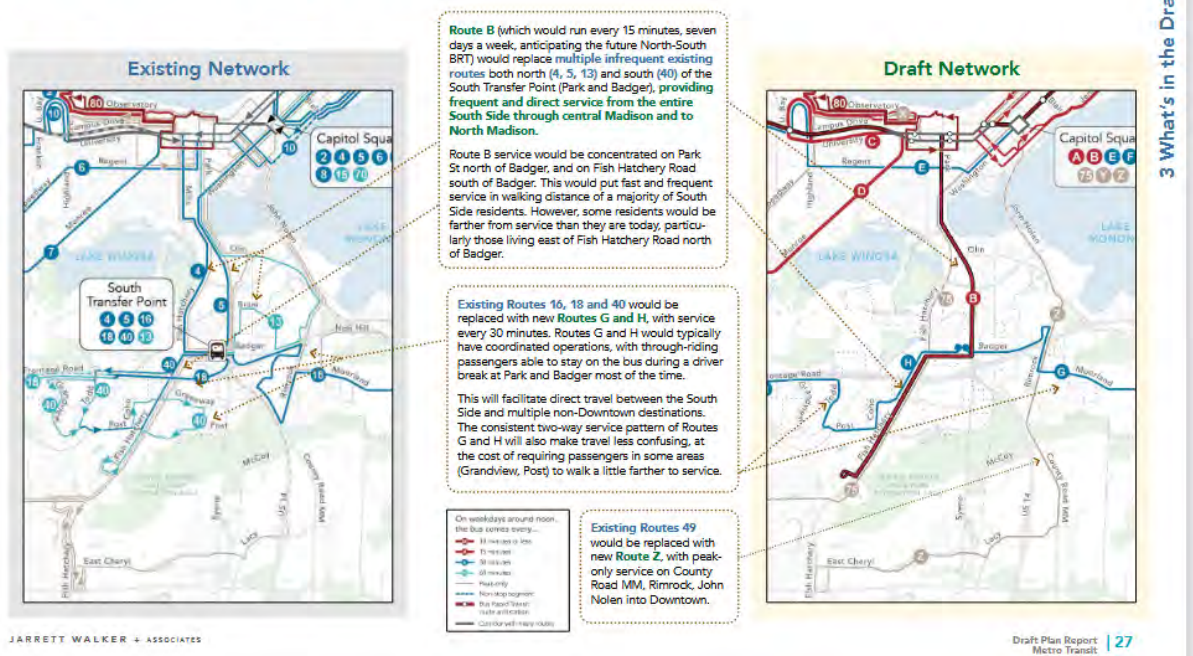
From: [Thomas J. Mertz](#)
 To: [Metro Redesign](#)
 Subject: Questions on Documents
 Date: Monday, February 7, 2022 10:50:18 AM

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

I have been working through the various documents related to the Transportation Network Redesign and have come across a number of places where the documents appear to be inaccurate or misrepresent things. I say "appear" because these may be based on misunderstandings on my part. For either clarification or correction, I would like to bring the following to your attention:

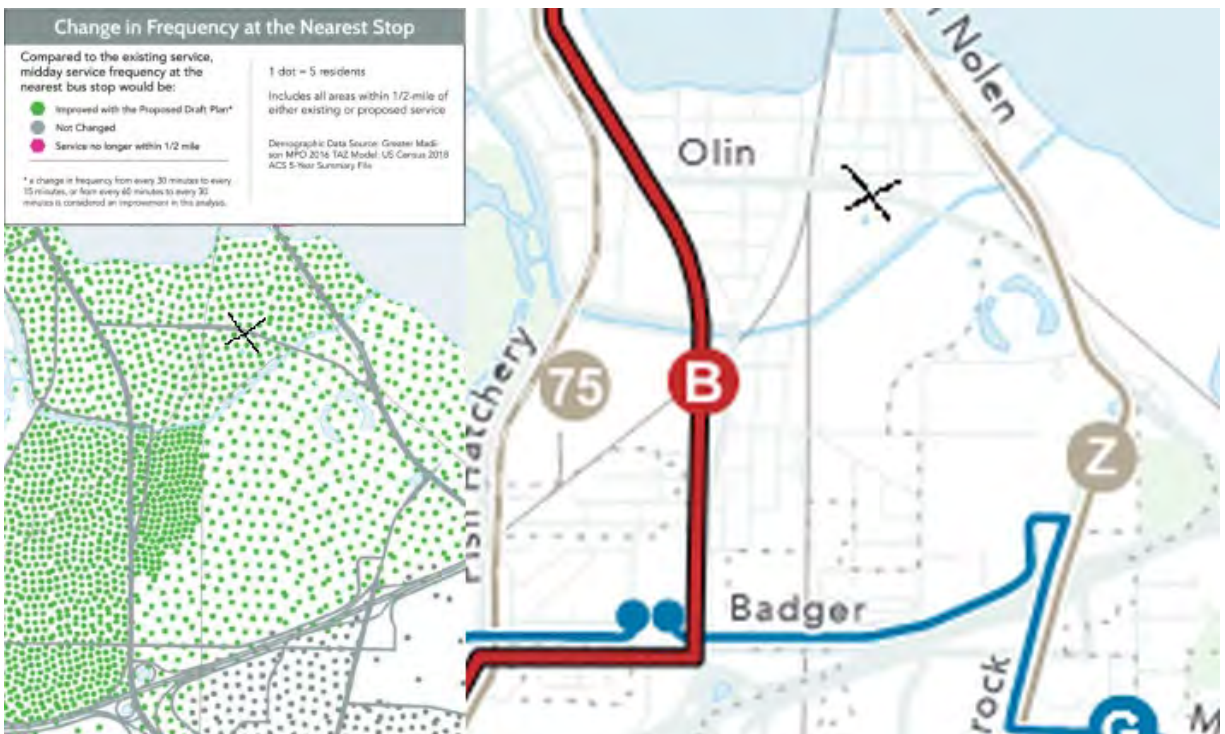
1. The comparison on [page 27 here](#) (and pasted below) leaves out Routes 44, 11, & 12, and 48 (which is limited stops) from "Existing Network." I believe they are all "peak only," but so would be the new route Z, which is included; if "peak only " are excluded, that should be consistent and clearly stated.

Local Network Changes - South



2. The [map on page 4 here](#) has a designation for "service no longer within 1/2 mile," and notes that the numbers do not include "peak only". Looking at the map here a large portion of the area West of Park and North of Badger/Rimrock will be more than a 1/2 mile from any service. Yet the map designates this entire area as "Improved Service."

From Park st, at Olin, the 1/2 mile line is about at Goodman pool, near where the Xs are on the quick and sloppy cut & paste maps below (not exact, but close). The map on page 3 of the above link also gives some indication of areas that would be further than 1/2 mile.



3. There may be some similar/related issues with the [Travel Time Maps appendices](#). For example, the map on page 33 shows "access" in the area identified before, where there are no buses within 1/2 mile. The map on [page 36 of the Main Plan Document](#) appears to do the same thing. Perhaps I missed it, but it isn't clear whether these maps use a maximum walking distance to define access. Most of the materials seem to use 1/4 mile, but number 2 above is an instance where 1/2 mile is used. Clarification on this, and everything else in this email, would be appreciated.

Thank you

TJM

Thomas J. Mertz

tjmertz@sbcglobal.net

[Advocating on Madison Public Schools](#)

From: [Stuehrenberg, Justin](#)
To: [Metro Redesign](#)
Subject: Fw: Route to walk to the zoo
Date: Monday, February 7, 2022 12:29:51 PM

FYI

From: Jim Lorman
Sent: Monday, February 7, 2022 12:25 PM
To: Evers, Tag; cindy@toolshed.org; erickson.chuck@countyofdane.com
Cc: Wendy Fearnside; Ann Rivlin; Knepp, Eric; Stuehrenberg, Justin
Subject: Re: Route to walk to the zoo

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

This is really disappointing.

Increasing public transit to Vilas Park & Zoo came up as a strong theme during the master planning process (and I'm adding Wendy and Ann to this thread, since they were so involved with that), and it seems as if that previous public input is not being adequately considered in the current redesign process. Of course, most people have limited bandwidth to respond to all the various issues that come up, and it's unfortunate to expect all those who weighed in earlier on the importance of better public transit to Vilas Park to have to reiterate their positions now.

Also, when considering public input to the proposed bus route changes, it's important to remember that changes in bus service in this instance is not just relevant to the immediate neighborhoods, but affects access to Vilas Park and Zoo by the entire community.

Thanks for bringing this issue to our attention, Tag.

Jim

From: Julia Kerr
Date: Monday, February 7, 2022 at 11:07 AM
To: Jim Lorman , Cindy Schlichte , "erickson.chuck@countyofdane.com"
Subject: Fw: Route to walk to the zoo
See below. The Transit Network Redesign will reduce, not enhance, bus access to the zoo.

Tag Evers
DISTRICT 13 ALDER
CITY OF MADISON
(608) 424-2580
district13@cityofmadison.com
Subscribe to my blog at www.cityofmadison.com/council/district13/blog

From: Stuehrenberg, Justin
Sent: Monday, February 7, 2022 9:58 AM
To: Knepp, Eric; Evers, Tag
Subject: Re: Route to walk to the zoo

Eric,

Wanted to circle back on this to flag that the draft map for the Network Redesign was released last week <https://www.cityofmadison.com/metro/routes-schedules/bus-rapid->

[transit/transit-network-redesign](#). It doesn't show service to the Zoo - it actually takes service from Mills and concentrates it on Park. I expect that to be a concern from people in the neighborhood, but to date we haven't heard much. We are working on a few solutions that might help bring service more into the neighborhood. Regardless, we can still discuss better wayfinding and walking paths.

Given that we don't have additional budget and our direction from the Transportation Policy/Planning board was to concentrate service in denser areas, it really limits our ability to add service to new destinations. Happy to talk more.

Justin

From: Knepp, Eric

Sent: Tuesday, September 21, 2021 11:34 PM

To: Stuehrenberg, Justin; Evers, Tag

Subject: RE: Route to walk to the zoo

This is reasonable to me Justin. I believe the network redesign work was the precursor to ongoing conversations between staff, so I'm happy with it being done there. I would just really appreciate serious consideration for promoting transit access to one of our most visited park amenities, including by visitors who are often staying downtown.

From: Stuehrenberg, Justin

Sent: Tuesday, September 21, 2021 11:45 AM

To: Knepp, Eric ; Evers, Tag

Subject: Re: Route to walk to the zoo

Eric,

I followed up with the team and got a bit more info. The stops on Mills are currently matched with signals on Park St. In the evenings and weekends, the routes on Mills and Park alternate every hour, so many people will take one or the other and it's crucial that they have a safe crossing. Also, the stop at Erin and Mills is 1,700 ft from the Zoo entrance, while a stop at Mills and Drake would be 1,900 ft, so the Erin stop is slightly closer. However, as this person notes, you need to walk the path around the fountain which may be confusing and/or more challenging for some users.

As you know, we are currently in the middle of our Network Redesign project, which may change service in the area. So, my first thought is that we need to wait for that project to play out to see how/if service will change in the area next summer. If the service remains largely the same, we certainly could add a stop at Mills/Drake. We likely would not move the existing ones because of the traffic signal challenge, so it would be an added stop. Alternatively we could add signage to direct pedestrians on the shortest path from the Erin/Mills stop. Sorry that I can't give a quick resolution. Once we have an adopted Network Redesign (expected Q1 2022) I suggest we circle back and determine the best next steps. Is that reasonable?

Thanks,

Justin

From: Knepp, Eric
Sent: Monday, September 20, 2021 11:22 PM
To: Evers, Tag
Cc: Stuehrenberg, Justin
Subject: RE: Route to walk to the zoo

Justin – I don't recall if we spoke personally during the Vilas Master Plan process, but I know staff was engaged with your team. We remain very interested in discussions around optimal placement of bus stops to serve the park and zoo. I know there are lots of things that play into this... but the email below is a fair criticism and anything we can do to support additional service, please let me know.

Thanks,
Eric

From: Evers, Tag <district13@cityofmadison.com>
Sent: Wednesday, September 15, 2021 5:32 PM
To: Knepp, Eric <EKnepp@cityofmadison.com>
Subject: Fw: Route to walk to the zoo

See below.

Tag Evers
DISTRICT 13 ALDER
CITY OF MADISON
(608) 424-2580
district13@cityofmadison.com
Subscribe to my blog at www.cityofmadison.com/council/district13/blog

From: Jane Stover <je2stover@gmail.com>
Sent: Wednesday, September 15, 2021 5:24 PM
To: Evers, Tag
Subject: Route to walk to the zoo

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

Always wondered why the bus stop for the zoo (east/west or north/south is not at Drake St? There is a zoo sign on Drake (and Mills) with an arrow pointing to the zoo. Buses stop at St. Mary's Hospital and walk up Erin St. The choice is to walk down a path at the park where there is a fountain. Or walk down the steep hill toward the water or the other direction down a hill to Drake St. I cannot tell how many times people appear frustrated (maybe others have contact someone or you) about this route up Erin and down the path. This is not disability friendly! It would be nice to see the zoo stop is at the corner of Drake and Mills. It is straight walk no hills no gravel no slopes for wheelchairs, elderly, strollers, crutches, young children, blind and the list can go on. It is sad to observe. Just wanted to share. I remember in the past I had contacted the Madison Metro and I can see nothing done. Madison Metro don't see the "confusion/frustration" for those trying to get to the zoo. It should be enjoyable getting to the zoo! No reply needed just had to vent. Jane Stover
Sent from [Mail](#) for Windows

From: [Stuehrenberg, Justin](#)
To: [Metro Redesign](#)
Subject: Fw: Route to walk to the zoo
Date: Monday, February 7, 2022 12:55:52 PM

From: Ann Rivlin
Sent: Monday, February 7, 2022 12:35 PM
To: Jim Lorman
Cc: Evers, Tag; cindy@toolshed.org; erickson.chuck@countyofdane.com; Wendy Fearnside; Knepp, Eric; Stuehrenberg, Justin
Subject: Re: Route to walk to the zoo

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

It's absolutely a disappointment! I haven't been following this issue—what are our options for input?

Best,
Ann

Sent from my iPhone

On Feb 7, 2022, at 12:25 PM, Jim Lorman wrote:

This is really disappointing.

Increasing public transit to Vilas Park & Zoo came up as a strong theme during the master planning process (and I'm adding Wendy and Ann to this thread, since they were so involved with that), and it seems as if that previous public input is not being adequately considered in the current redesign process. Of course, most people have limited bandwidth to respond to all the various issues that come up, and it's unfortunate to expect all those who weighed in earlier on the importance of better public transit to Vilas Park to have to reiterate their positions now.

Also, when considering public input to the proposed bus route changes, it's important to remember that changes in bus service in this instance is not just relevant to the immediate neighborhoods, but affects access to Vilas Park and Zoo by the entire community.

Thanks for bringing this issue to our attention, Tag.

Jim

From: Julia Kerr
Date: Monday, February 7, 2022 at 11:07 AM

To: Jim Lorman , Cindy Schlichte , "erickson.chuck@countyofdane.com"

Subject: Fw: Route to walk to the zoo

See below. The Transit Network Redesign will reduce, not enhance, bus access to the zoo.

Tag Evers

DISTRICT 13 ALDER

CITY OF MADISON

(608) 424-2580

district13@cityofmadison.com

Subscribe to my blog at www.cityofmadison.com/council/district13/blog

From: Stuehrenberg, Justin

Sent: Monday, February 7, 2022 9:58 AM

To: Knepp, Eric; Evers, Tag

Subject: Re: Route to walk to the zoo

Eric,

Wanted to circle back on this to flag that the draft map for the Network Redesign was released last week <https://www.cityofmadison.com/metro/routes-schedules/bus-rapid-transit/transit-network-redesign>. It doesn't show service to the Zoo - it actually takes service from Mills and concentrates it on Park. I expect that to be a concern from people in the neighborhood, but to date we haven't heard much. We are working on a few solutions that might help bring service more into the neighborhood. Regardless, we can still discuss better wayfinding and walking paths.

Given that we don't have additional budget and our direction from the Transportation Policy/Planning board was to concentrate service in denser areas, it really limits our ability to add service to new destinations. Happy to talk more.

Justin

From: Knepp, Eric

Sent: Tuesday, September 21, 2021 11:34 PM

To: Stuehrenberg, Justin; Evers, Tag

Subject: RE: Route to walk to the zoo

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From: Knepp, Eric
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To: Knepp, Eric <EKnepp@cityofmadison.com>
Subject: Fw: Route to walk to the zoo
See below.

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Madison Metro don't see the "confusion/frustration" for those trying to get to the zoo.

It should be enjoyable getting to the zoo!

No reply needed just had to vent.

Jane Stover

Sent from [Mail](#) for Windows

From: [Cechvala, Michael](#)
To: ["Patrick S"](#)
Cc: [Metro Redesign](#)
Subject: RE: East side service
Date: Monday, February 7, 2022 2:00:21 PM

We'll take a bus out there and test it, it's a valid concern. The plan doesn't address bus stops yet, but northbound bus stops on Dempsey would likely be added opposite the existing SB stops at the Stoughton Road overpass, Hynek, Dennett, and then we already have stops both ways at Rockwell, Capital City Trail, Cottage Grove, and Gary.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Patrick S

Sent: Monday, February 07, 2022 12:22 PM

To: Cechvala, Michael

Subject: Re: East side service

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

> 1. There are currently bus stops on both sides of Dempsey. There are no northbound bus stops between Dennett and Milwaukee, we would add a few northbound stops on the stretch so that buses can stop in both directions.

Where are these proposed stops in the plan?

>2. No, the road is wide enough to accommodate buses in both directions.

There is street parking on both sides of this street. I regularly have to wait for a car to pass to get through. Are you sure about this?

>3. No, in the draft plan we would have Route C come eastbound on Cottage Grove and then either continue towards the east (C1), or go south towards World Dairy (C2) or south towards Stoughton Road (C3), and so the reverse in the opposite directions. Route G would go continue through on Dempsey serving different stops on Dempsey. They would not pull into a transfer point the way buses currently do.

I'm concerned about the number of people on this corner. It's part of the bike path and if busses are coming by so frequently, where will these people wait?

>4. No buses would make the northbound left at Dempsey and Milwaukee. Route G northbound makes the right onto Milwaukee and immediate left onto Stoughton Road. This maneuver would technically work, but would be very difficult when traffic is heavy. As a result we would install a special signal phase so that buses can make the left turn from the right lane, turning from Milwaukee onto NB Stoughton Road. In the other direction, SB Route G buses on Stoughton Road use the exit ramp, go around to Corporate Drive, make the left onto Milwaukee and right onto Dempsey.

So you plan on making this intersection MORE dangerous and confusing? You already mention that it is a mess during heavy traffic, so instead of fixing this deadly intersection you are going to make it more congested and add confusing signage?

>Yes, I have lived in Madison for over 20 years.

Do you live on the east side? Where is your house in relation to the changes you are proposing here? Are you seeing a massive increase in bus traffic after implementation? Bus traffic will increase on my

street by 36 times. THIRTY SIX TIMES AS MANY BUSES.

>Yes. We will have a broad scale public meeting to discuss the plan in general, and also geographically focused meetings to go into more detail, including a meeting focusing on the east side. I would encourage you to sign up for updates at www.mymetrobus.com/Redesign.

I'm going to do everything I can to mobilize my neighborhood to fight this. Your plan turns my relatively quiet side street into a "bus beltline" by your own admission.

The number of busses on my road will increase from 2 a day to **76 busses a day**. You are increasing bus traffic on my road by 3600%

Unreal.

On Mon, Feb 7, 2022 at 11:36 AM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

Hi Patrick, thank you for your questions.

1. There are currently bus stops on both sides of Dempsey. There are no northbound bus stops between Dennett and Milwaukee, we would add a few northbound stops on the stretch so that buses can stop in both directions.
2. No, the road is wide enough to accommodate buses in both directions.
3. No, in the draft plan we would have Route C come eastbound on Cottage Grove and then either continue towards the east (C1), or go south towards World Dairy (C2) or south towards Stoughton Road (C3), and so the reverse in the opposite directions. Route G would go continue through on Dempsey serving different stops on Dempsey. They would not pull into a transfer point the way buses currently do.
4. No buses would make the northbound left at Dempsey and Milwaukee. Route G northbound makes the right onto Milwaukee and immediate left onto Stoughton Road. This maneuver would technically work, but would be very difficult when traffic is heavy. As a result we would install a special signal phase so that buses can make the left turn from the right lane, turning from Milwaukee onto NB Stoughton Road. In the other direction, SB Route G buses on Stoughton Road use the exit ramp, go around to Corporate Drive, make the left onto Milwaukee and right onto Dempsey.

Yes, I have lived in Madison for over 20 years.

Yes. We will have a broad scale public meeting to discuss the plan in general, and also geographically focused meetings to go into more detail, including a meeting focusing on the east side. I would encourage you to sign up for updates at www.mymetrobus.com/Redesign.

Thanks again for your comments, I hope this helps.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Patrick S <patrick.swailes@gmail.com>

Sent: Monday, February 07, 2022 10:37 AM

To: Cechvala, Michael <MCechvala@cityofmadison.com>

Subject: Re: East side service

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

- 1) You already have buses on Stoughton Road. There is 1 stop on Dempsey - are you adding stops?
- 2) Are you planning on widening the road? It's a small two lane road that gets divided in

front of a school. How will 2 busses fit?

3) Are you planning on building a transfer point at Cottage Grove and Dempsey? I see 4 bus lines converging there every 15 minutes. That corner currently has a bar, a used car dealership, a new housing development, and a KFC, where will this massive stop go?

4) Busses can't take left s onto Milwaukee from Dempsey. How is that supposed to work? That intersection is already super bad (and deadly judging by the 2 deadly crashes in the last 2 months) and it sounds like you are going to try to have bus only signage so they can turn from the right lane? What?????

Have you actually been to these locations? I live on Dempsey, obviously I'm not super keen about having my road turned from 2 busses a day to 4 busses an hour, but it's not just my complaints. I would love to walk you through these locations so you could see the issues if you haven't physically been here yet.

Are there any public input sessions for this project? I'm pretty concerned that my working class neighborhood is getting ignored, as usual;

Thanks,

Patrick

On Fri, Feb 4, 2022 at 3:51 PM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

Thank you for your comments and question Patrick. Route G is on Dempsey instead of Stoughton Road because it is not feasible for us to serve bus stops on Stoughton Road.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Patrick S <patrick.swailes@gmail.com>

Sent: Friday, February 04, 2022 2:07 PM

To: Metro Redesign <MetroRedesign@cityofmadison.com>

Subject: East side service

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

Good afternoon,

My name is Patrick Swailes and I own a house on Dempsey Road. I'm not very impressed with this new service plan. I now have to travel an extra 1/4 mile to get to a bus stop that goes down town and I guess I now live on the "East Beltline."

This road has a church and a school on it and is also part of the capital east bike loop.

Why would you send busses flying down this road every 30 minutes? Why are they not on Stoughton road if you are trying to use a "East beltline." That road, literally, was the old beltline.

I've been asking my alder to get speed bumps on this road for years, and now it's going to become the "Bus Beltline"

This is unacceptable, but what I'm used to as an east side resident.

Patrick Swailes

6085560260

134 Dempsey Rd, Madison, WI 53714

From: [Cechvala, Michael](#)
 To: [Thomas J. Mertz](#); [Metro Redesign](#)
 Subject: RE: Questions on Documents
 Date: Monday, February 7, 2022 2:06:04 PM
 Attachments: [image001.png](#)
[image002.png](#)

Hi Thomas, thanks for you observations.

1. That's a valid point. The comparison didn't explicitly discuss what happens to all the existing peak only routes. We'll review and may make some changes to make it more complete.
2. Also a valid point. It looks like the analysis may show Route Z operating all day. We'll review.
3. This issue here is that there is essentially no limit to walk distance in the isochrone/access analysis, so I think we should note that.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Thomas J. Mertz

Sent: Monday, February 07, 2022 10:50 AM

To: Metro Redesign

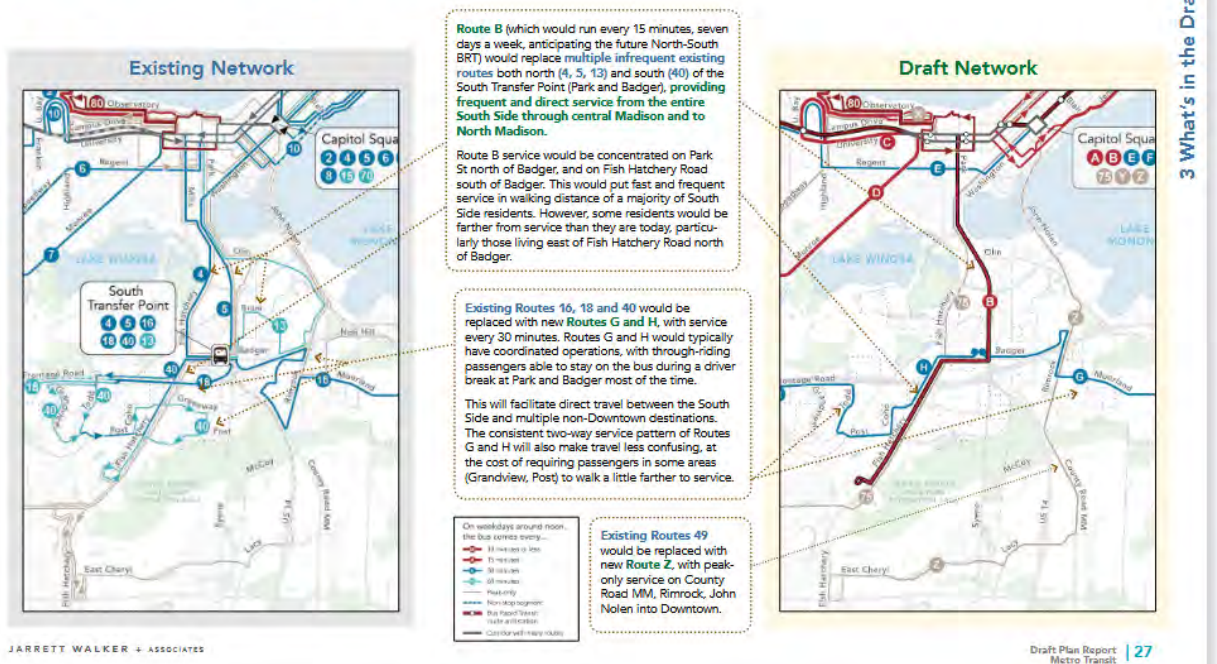
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I have been working through the various documents related to the Transportation Network Redesign and have come across a number of places where the documents appear to be inaccurate or misrepresent things. I say "appear" because these may be based on misunderstandings on my part. For either clarification or correction, I would like to bring the following to your attention:

1. The comparison on [page 27 here](#) (and pasted below) leaves out Routes 44, 11, & 12, and 48 (which is limited stops) from "Existing Network." I believe they are all "peak only," but so would be the new route Z, which is included; if "peak only " are excluded, that should be consistent and clearly stated.

Local Network Changes - South



2. The [map on page 4 here](#) has a designation for "service no longer within 1/2 mile," and notes that the numbers do not include "peak only_". Looking at the map here a large portion of the area West of Park and North of Badger/Rimrock will be more than a 1/2 mile from any service. Yet the map designates this entire area as "Improved Service."

From Park st, at Olin, the 1/2 mile line is about at Goodman pool, near where the Xs are on the quick and sloppy cut & paste maps below (not exact, but close). The map on page 3 of the above link also gives some indication of areas that would be further than 1/2 mile.



3. There may be some similar/related issues with the [Travel Time Maps appendices](#). For example, the map on page 33 shows "access" in the area identified before, where there are no buses within 1/2 mile. The map on [page 36 of the Main Plan Document](#) appears to do the same thing. Perhaps I missed it, but it isn't clear whether these maps use a maximum walking distance to define access. Most of the materials seem to use 1/4 mile, but number 2 above is an instance where 1/2 mile is used. Clarification on this, and everything else in this email, would be appreciated.

Thank you
 TJM
 Thomas J. Mertz
tjmertz@sbcglobal.net

[Advocating on Madison Public Schools](#)

From: [Thomas J. Mertz](#)
To: [Metro Redesign](#); [Cechvala, Michael](#)
Subject: Re: Questions on Documents
Date: Monday, February 7, 2022 2:31:21 PM
Attachments: [image002.png](#)
[image001.png](#)

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

Thank you for the quick response.

I hope corrections and clarifications are made quickly and prominently. Please keep me updated.

Best

TJM

Thomas J. Mertz

tjmertz@sbcglobal.net

[Advocating on Madison Public Schools](#)

On Monday, February 7, 2022, 02:06:12 PM CST, Cechvala, Michael wrote:

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Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

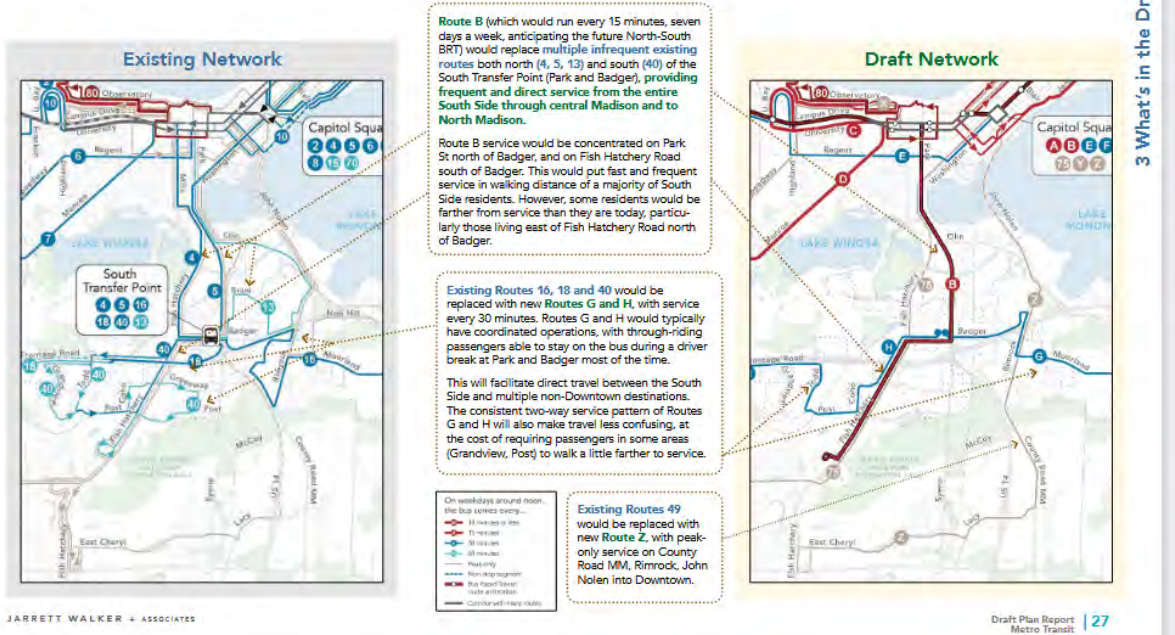
From: Thomas J. Mertz
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To: Metro Redesign
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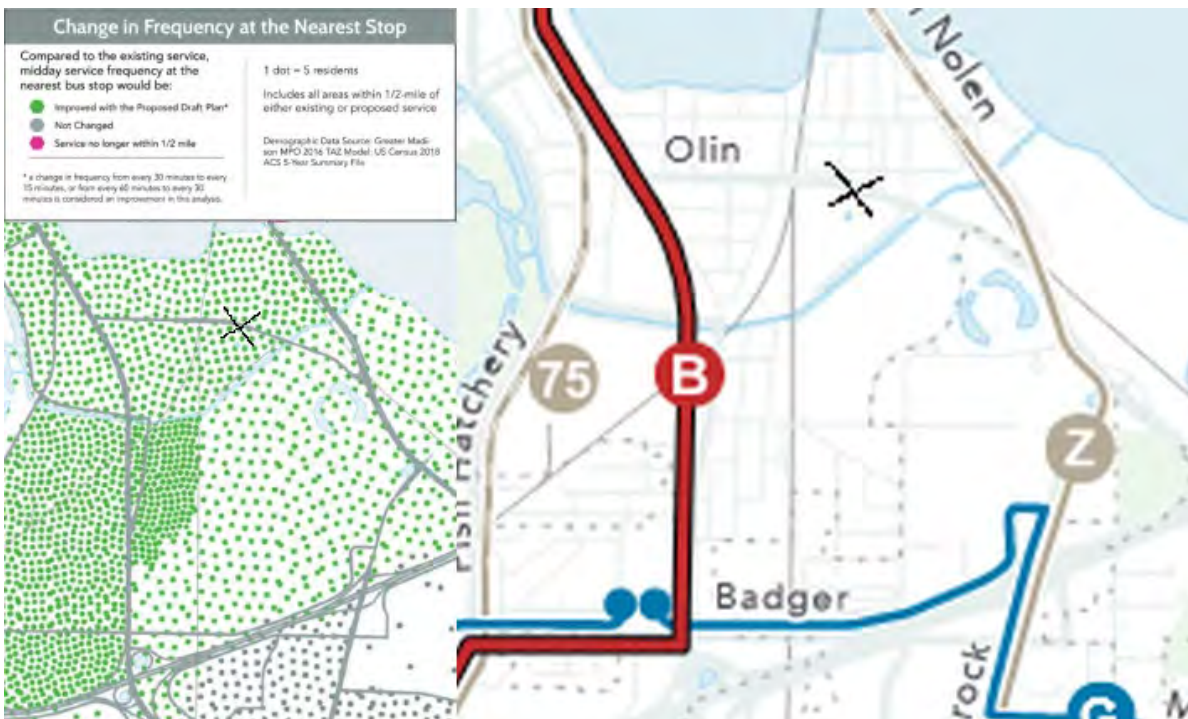
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Local Network Changes - South



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Transportation Planner

City of Madison Department of Transportation

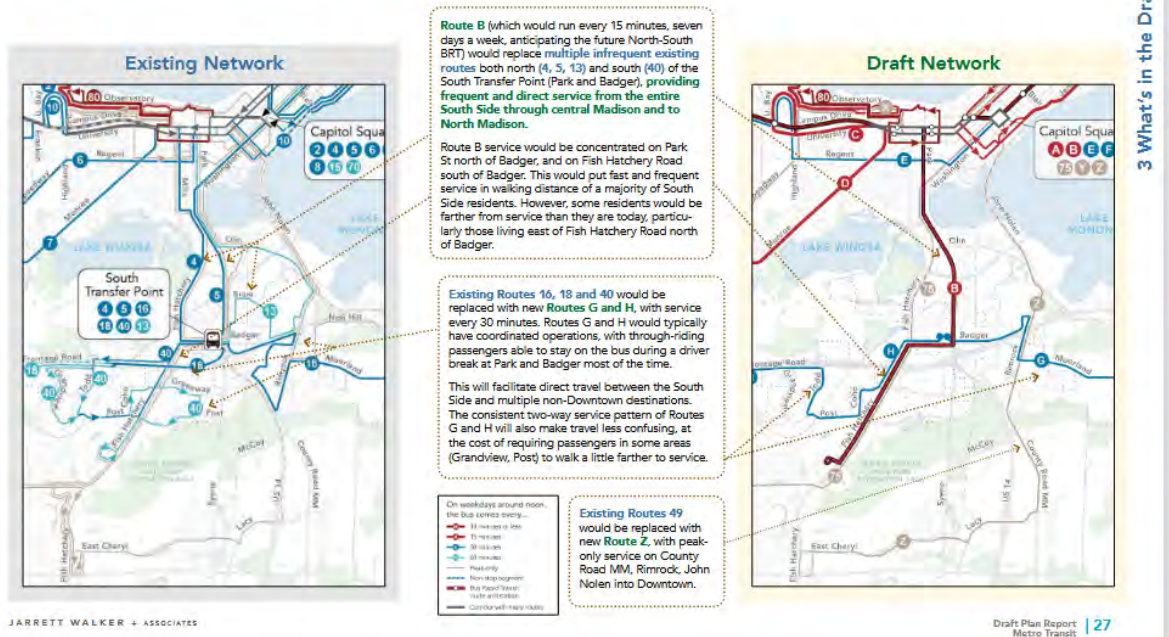
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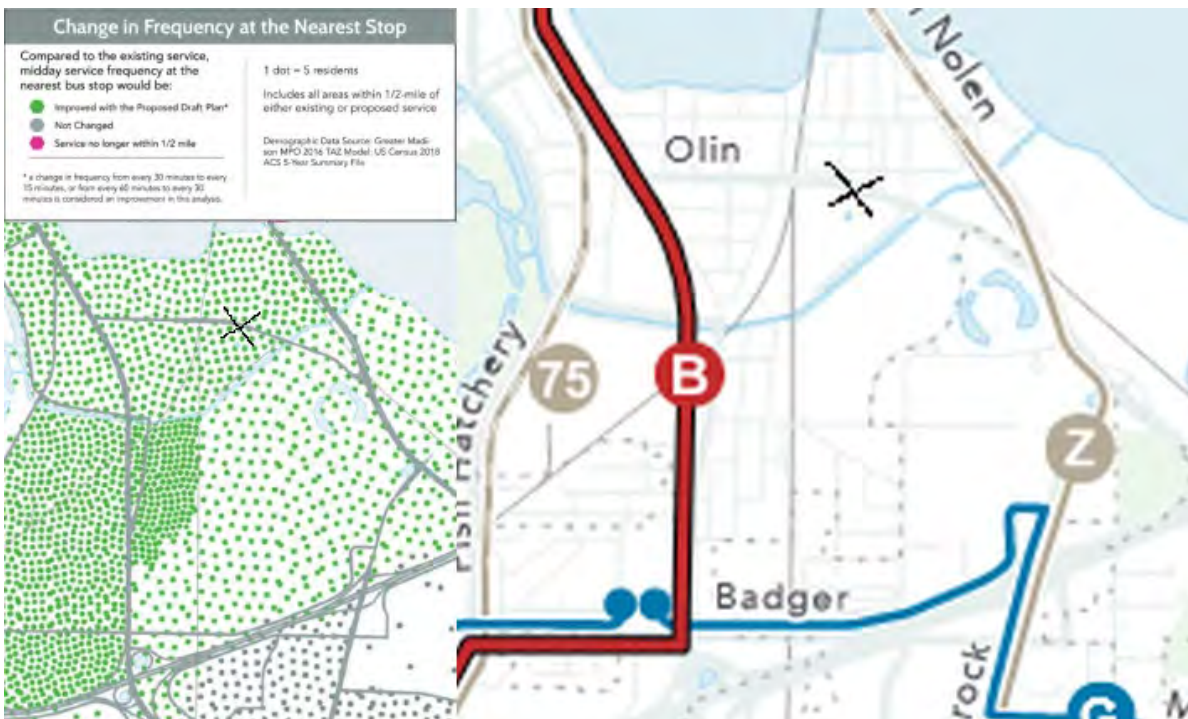
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tjmertz@sbcglobal.net

[Advocating on Madison Public Schools](#)

From: [Patrick S](#)
To: [Cechvala, Michael](#)
Cc: [Metro Redesign](#)
Subject: Re: East side service
Date: Monday, February 7, 2022 3:56:55 PM

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

Sounds good - I understand that some people are going to be more negatively affected by this than others and, having lived on a major busline before, I'm not super excited about recreating that experience again.

That being said, I know it's a very NIMBY excuse, but the sheer increase in bus traffic seems pretty invasive to my neighborhood. We have a church/school on this street as well as the bike trail merging with Dempsey to go South.

I just think going from 4 buses a day (or something like that) to 76 buses a day on weekdays is a crazy increase for a residential road. I'm also quite concerned about the proposed changes to the MKE/Stoughton RD interchange as it is already a mess and has gotten so much worse now that Amazon sends all their trucks to re-fuel at the Kwik Trip down Milwaukee street.

I honestly think this will drastically lower property values for this area as well. Who wants to live on a Bus Beltline if you are a homeowner? I had options to buy one Milwaukee street as it was significantly cheaper, but didn't want the traffic and buses. Now it looks like we will have at least as many buses going down Dempsey as there are down Milwaukee street. I feel hoodwinked, honestly, and if the plan continues as is; I will need to look at relocating.

On Mon, Feb 7, 2022 at 2:00 PM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

We'll take a bus out there and test it, it's a valid concern. The plan doesn't address bus stops yet, but northbound bus stops on Dempsey would likely be added opposite the existing SB stops at the Stoughton Road overpass, Hynek, Dennett, and then we already have stops both ways at Rockwell, Capital City Trail, Cottage Grove, and Gary.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Patrick S <patrick.swailes@gmail.com>
Sent: Monday, February 07, 2022 12:22 PM
To: Cechvala, Michael <MCechvala@cityofmadison.com>
Subject: Re: East side service

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

> 1. There are currently bus stops on both sides of Dempsey. There are no northbound bus stops between Dennett and Milwaukee, we would add a few northbound stops on the stretch so that buses can stop in both directions.

Where are these proposed stops in the plan?

>2. No, the road is wide enough to accommodate buses in both directions.

There is street parking on both sides of this street. I regularly have to wait for a car to pass to get through. Are you sure about this?

>3. No, in the draft plan we would have Route C come eastbound on Cottage Grove and then either continue towards the east (C1), or go south towards World Dairy (C2) or south towards Stoughton Road (C3), and so the reverse in the opposite directions. Route G would go continue through on Dempsey serving different stops on Dempsey. They would not pull into a transfer point the way buses currently do.

I'm concerned about the number of people on this corner. It's part of the bike path and if busses are coming by so frequently, where will these people wait?

>4. No buses would make the northbound left at Dempsey and Milwaukee. Route G northbound makes the right onto Milwaukee and immediate left onto Stoughton Road. This maneuver would technically work, but would be very difficult when traffic is heavy. As a result we would install a special signal phase so that buses can make the left turn from the right lane, turning from Milwaukee onto NB Stoughton Road. In the other direction, SB Route G buses on Stoughton Road use the exit ramp, go around to Corporate Drive, make the left onto Milwaukee and right onto Dempsey.

So you plan on making this intersection MORE dangerous and confusing? You already mention that it is a mess during heavy traffic, so instead of fixing this deadly intersection you are going to make it more congested and add confusing signage?

>Yes, I have lived in Madison for over 20 years.

Do you live on the east side? Where is your house in relation to the changes you are proposing here? Are you seeing a massive increase in bus traffic after implementation? Bus traffic will increase on my street by 36 times. THIRTY SIX TIMES AS MANY BUSESSES.

>Yes. We will have a broad scale public meeting to discuss the plan in general, and also geographically focused meetings to go into more detail, including a meeting focusing on the east side. I would encourage you to sign up for updates at www.mymetrobus.com/Redesign.

I'm going to do everything I can to mobilize my neighborhood to fight this. Your plan turns my relatively quiet side street into a "bus beltline" by your own admission.

The number of busses on my road will increase from 2 a day to **76 busses a day**. You are increasing bus traffic on my road by 3600%

Unreal.

On Mon, Feb 7, 2022 at 11:36 AM Cechvala, Michael <MCechvala@cityofmadison.com>

wrote:

Hi Patrick, thank you for your questions.

1. There are currently bus stops on both sides of Dempsey. There are no northbound bus stops between Dennett and Milwaukee, we would add a few northbound stops on the stretch so that buses can stop in both directions.

2. No, the road is wide enough to accommodate buses in both directions.

3. No, in the draft plan we would have Route C come eastbound on Cottage Grove and then either continue towards the east (C1), or go south towards World Dairy (C2) or south towards Stoughton Road (C3), and so the reverse in the opposite directions. Route G would go continue through on Dempsey serving different stops on Dempsey. They would not pull into a transfer point the way buses currently do.

4. No buses would make the northbound left at Dempsey and Milwaukee. Route G northbound makes the right onto Milwaukee and immediate left onto Stoughton Road. This maneuver would technically work, but would be very difficult when traffic is heavy. As a result we would install a special signal phase so that buses can make the left turn from the right lane, turning from Milwaukee onto NB Stoughton Road. In the other direction, SB Route G buses on Stoughton Road use the exit ramp, go around to Corporate Drive, make the left onto Milwaukee and right onto Dempsey.

Yes, I have lived in Madison for over 20 years.

Yes. We will have a broad scale public meeting to discuss the plan in general, and also geographically focused meetings to go into more detail, including a meeting focusing on the east side. I would encourage you to sign up for updates at www.mymetrobus.com/Redesign.

Thanks again for your comments, I hope this helps.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Patrick S <patrick.swailes@gmail.com>

Sent: Monday, February 07, 2022 10:37 AM

To: Cechvala, Michael <MCechvala@cityofmadison.com>

Subject: Re: East side service

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

1) You already have buses on Stoughton Road. There is 1 stop on Dempsey - are you adding stops?

2) Are you planning on widening the road? It's a small two lane road that gets divided in

front of a school. How will 2 busses fit?

3) Are you planning on building a transfer point at Cottage Grove and Dempsey? I see 4 bus lines converging there every 15 minutes. That corner currently has a bar, a used car dealership, a new housing development, and a KFC, where will this massive stop go?

4) Busses can't take left s onto Milwaukee from Dempsey. How is that supposed to work? That intersection is already super bad (and deadly judging by the 2 deadly crashes in the last 2 months) and it sounds like you are going to try to have bus only signage so they can turn from the right lane? What?????

Have you actually been to these locations? I live on Dempsey, obviously I'm not super keen about having my road turned from 2 busses a day to 4 busses an hour, but it's not just my complaints. I would love to walk you through these locations so you could see the issues if you haven't physically been here yet.

Are there any public input sessions for this project? I'm pretty concerned that my working class neighborhood is getting ignored, as usual;

Thanks,

Patrick

On Fri, Feb 4, 2022 at 3:51 PM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

Thank you for your comments and question Patrick. Route G is on Dempsey instead of Stoughton Road because it is not feasible for us to serve bus stops on Stoughton Road.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Patrick S <patrick.swailes@gmail.com>

Sent: Friday, February 04, 2022 2:07 PM

To: Metro Redesign <MetroRedesign@cityofmadison.com>

Subject: East side service

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

Good afternoon,

My name is Patrick Swailes and I own a house on Dempsey Road. I'm not very impressed with this new service plan. I now have to travel an extra 1/4 mile to get to a bus stop that goes down town and I guess I now live on the "East Beltline."

This road has a church and a school on it and is also part of the capital east bike loop.

Why would you send busses flying down this road every 30 minutes? Why are they not on Stoughton road if you are trying to use a "East beltline." That road, literally, was the

old beltline.

I've been asking my alder to get speed bumps on this road for years, and now it's going to become the "Bus Beltline"

This is unacceptable, but what I'm used to as an east side resident.

Patrick Swailes

6085560260

134 Dempsey Rd, Madison, WI 53714

From: [Bonnie Cubalchini](#)
To: [Metro Redesign](#)
Subject: Metro Redesign - I don't like it
Date: Monday, February 7, 2022 5:10:47 PM

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

Looking at the latest draft for the bus service it appears I will no longer be able to use the bus. I go to UW sporting events and take classes on campus. The old 6 down Speedway went right down to campus and had stops near football and basketball. Now I will need to transfer or walk 10 blocks to get a more direct route.

I am 73 years old with bad knees. Walking a longer distance and standing to wait for a transfer are not feasible for me. This means I will need to drive or give things up. Great for the environment.

I pay a lot of taxes in Westmorland and bus service was part of the trade-off. It probably won't help but I will request the city look at my property taxes every year to keep them lower since I am not getting the benefit of bus service. People actually like this neighborhood and buy here because of the bus service.

There has to be something better.

Bonnie Cubalchini

From: [Kayla Ryan](#)
To: [Metro Redesign](#)
Subject: Metro Redesign Feedback
Date: Monday, February 7, 2022 8:52:54 PM

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

I have looked at the draft for the redesign and I have two major issues with it. I work at Pick N Save on Shopko Drive and I rely on the bus to get there. However with the redesign, there is no route that stops near there without having to walk a longer distance than with the current design. This will also negatively affect customers (including elderly customers and those with disabilities) who take the bus to the store.

Also I don't like that it removes the transfer points. With the existing design, it only takes 15 minutes to get to work (largely due to the transfer point being in a good location) but with the redesign, it will take me longer as I will have to go further on one bus to transfer to another bus and I will still have to walk at least 20 minutes to get to work.

I think the BRT should be added but leave everything else in the current design in place.

Thank you for your time.

From: [Jodi Wortsman](#)
To: [Cechvala, Michael](#)
Cc: [Metro Redesign](#); [Zachary Johnson](#); [URBAN ASSETS LLC](#)
Subject: Re: Interested in having you come speak to our group
Date: Monday, February 7, 2022 9:16:48 PM

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

Hi Michael,

Thank you for your quick response. Before I connect with the other neighborhood groups for dates and times, I just have a few questions.

Where is this in the planning process? If people have concerns about losing a certain route or areas not being served, are we at the point where you can change routes? If people give you feedback, how will it be used? I hope these questions make sense.

Thank you! Jodi

(Melissa, I hope you are doing well. This is Jodi from the SMPC.)

On Mon, Feb 7, 2022 at 8:25 AM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

Hi Jodi, I'd be happy to speak. Can you let me know what dates and times work for you? I've copied Melissa Huggins from Urban Assets, she may help us with the details. We can tailor a presentation but typically I'd do a powerpoint that might last 20 or 30 minutes and then discussion. We're doing this virtually through Zoom for the time being. Thanks!

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Jodi Wortsman <wortsmanjodi@gmail.com>
Sent: Friday, February 04, 2022 7:59 PM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Cc: Zachary Johnson <j.zach.johnson@gmail.com>
Subject: Interested in having you come speak to our group

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

Hello,

I live in the Eken Park Neighborhood. I am working with some neighbors on transportation issues in our community. We would like to invite residents of the Eken Park Neighborhood and also neighbors from two surrounding neighborhoods to a Metro Transit Network Redesign presentation. How do we move forward on having you come speak? How are your

presentations designed? (e.g. How long is the full presentation? Discussion section?) At this point in the process, what do you do with feedback?

Thank you!

Jodi Wortman

wortsmanjodi@gmail.com

(608) 358-4331

From: [Jonathan Mertzig](#)
To: [Metro Redesign](#)
Cc: [Martin, Arvina](#)
Subject: Redesign feedback re: Frequencies, service to Odana/Whitney/Segoe, and Route 55
Date: Monday, February 7, 2022 11:20:08 PM
Attachments: [40230tXOPsj71LrE.png](#)

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

[cc: District 11 Alder Arvina Martin]

Hello, my name is Jonathan Mertzig, and I've been following the route redesign process closely both as a frequent Metro rider (and non-driver) and as a member of the Madison Area Bus Advocates.

I wanted to provide some feedback on the latest draft network from my own perspective as a rider...

First impressions

My first impression with the new design was disappointment. We heard a lot about how "frequency is freedom" in relation to the advantages of a ridership-oriented network, but this redesign doesn't seem to deliver on that promise of freedom outside of the immediate vicinity of the BRT and a handful of other lines.

For much of the city, we're still stuck with 30-minute or worse headways. While I understand this result is more a function of funding rather than the network itself, it's nonetheless a tremendous disappointment.

Even though I applaud the design's success in solving a few problems, like improving consistency of timing and routing on the far edges of the system and improving access to grocery stores, I fear that without funding to increase frequency on many of these routes, many users of the existing system may feel this is a downgrade or at least sense no particular improvement over the previous network. It is imperative that the city work aggressively to find funding solutions to improve service frequencies if this network goes into effect.

Neighborhood-level Impacts

In my own neighborhood, we are likely to see a particularly extreme degradation of service... I happen to live in this "red zone" of decreased travel opportunities within 45 minutes, near the convergence of Odana, Whitney, and Segoe.



I moved to this area primarily to enjoy significantly improved access to transit thanks to proximity to the West Transfer Point. Obviously in a system where the transfer points are eliminated, I understand that some of our more direct travel options will go away. However, for the routes that remain, there will be a noticeable reduction in quality of service.

I tend to use Route 7 (and sometimes 6) often for travel to Monroe St, Downtown, and the east side. The new equivalent would be route D1. This route is less direct, requires a more distant walk to access a stop, and appears to be downgraded to an hourly frequency on the weekends and late evenings when I would tend to use it the most. Basically, my neighborhood will see zero improvements--only negative impacts--from this network design. These impacts would be less severe if greater frequency could be offered to offset the longer distance to stops and more circuitous routing, but that does not seem realistic in the current budgetary environment.

This degradation of service is not a huge hardship for my own travel needs, but it's hard to see this at neighborhood level as anything other than a service cut. To understand the full impact, I would appreciate if Metro could publish a travel time map specifically for the vicinity of Whitney @ Odana or Odana @ Segoe... I found it puzzling that the initial report didn't include an isochrone map for this area considering the noticeable "red zone" otherwise acknowledged in other parts of the design documents.

Route 55

My biggest concern is with how Route 55 is reconfigured in the new system. Shifting connections to the new park + ride planned for Junction Road will significantly degrade service for about half of Route 55's users, myself included.

A major reason for my desire to live near West Transfer Point was to shorten my commute and eliminate often-unreliable transfers, and a few years ago, I was part of a group of Epic employees that helped advise on a redesign of Route 55 to vastly increase access to direct service. This opened up the opportunity for many riders along Watts Road to ride 55 direct rather than depending on transfers (or driving). That design also added a convenient stop near me along Whitney Way, providing access from a nearby cluster of multi-family housing where demand has grown in recent years, with a large new apartment building nearby nearly tripling boardings of 55 at that stop, and where even more apartments are currently being built nearby at the former Westgate Mall.

These areas will no longer have direct service and will instead be served by new route D1, so many existing riders will have to deal with a transfer and presumably longer travel time. Considering that D1 will come from downtown, winter weather or traffic could also cause significant delays and missed connections.

While there are some great advantages to the new transfer location—like opening more direct access for commuters living along Schroeder Rd. and adding quicker access to northwestern Madison and Middleton—this will be an effective downgrade for roughly half the current ridership losing direct service. (And notably, if Metro doesn't sync up the debut of new fare media to replace the popular Commute Card alongside the rollout of the new routes, this will also end up charging us twice as much for worsened service thanks to having to transfer!)

For a few riders I know coming from areas further south of the Beltline, the new routes H and E won't offer any convenient connection for 55—they will likely have a significantly longer multi-transfer commute, which may make using the bus unviable for them.

I would like to suggest one significant mitigation to reduce concerns about transfers: **Select D1 trips should be operated interlined with 55.** This way the 55/D1 connection would be an "in seat" transfer—eliminating the risk of missed connections—and H and E route riders would only have to manage a single transfer to/from those D1 trips.

I hope this feedback helps improve the plans—I look forward to seeing how the network plans evolve, and hope to see an end result that overcomes my initial disappointment.

Thank you,
Jonathan Mertzig

jmmertzig@uwalumni.com

From: [Jonathan Mertzig](#)
To: [Metro Redesign](#)
Cc: [Martin, Arvina](#)
Subject: Redesign feedback re: Frequencies, service to Odana/Whitney/Segoe, and Route 55
Date: Monday, February 7, 2022 11:20:08 PM
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Thank you,
Jonathan Mertzig

jmmertzig@uwalumni.com

From: [Cechvala, Michael](#)
To: ["Bonnie Cubalchini"; Metro Redesign](#)
Subject: RE: Metro Redesign - I don't like it
Date: Tuesday, February 8, 2022 9:22:40 AM

Thank you for these comments, Bonnie.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Bonnie Cubalchini
Sent: Monday, February 07, 2022 5:11 PM
To: Metro Redesign
Subject: Metro Redesign - I don't like it

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There has to be something better.

Bonnie Cubalchini

From: [Cechvala, Michael](#)
To: ["Kayla Ryan"; Metro Redesign](#)
Subject: RE: Metro Redesign Feedback
Date: Tuesday, February 8, 2022 9:30:22 AM

Thank you for these comments Kayla. This is an area we are looking at. Our current plan is to set up bus stops on the off ramps at Packers and Aberg, and connecting the sidewalk from there to the Pick 'n Save. While this would not eliminate the walk, it would shorten it. I understand that this walk still will be difficult for many people but it's a detail that is not shown on the plans and wanted to let you know.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Kayla Ryan
Sent: Monday, February 07, 2022 8:53 PM
To: Metro Redesign
Subject: Metro Redesign Feedback

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I have looked at the draft for the redesign and I have two major issues with it. I work at Pick N Save on Shopko Drive and I rely on the bus to get there. However with the redesign, there is no route that stops near there without having to walk a longer distance than with the current design. This will also negatively affect customers (including elderly customers and those with disabilities) who take the bus to the store.

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I think the BRT should be added but leave everything else in the current design in place.
Thank you for your time.

From: [Cechvala, Michael](#)
To: [Metro Redesign](#)
Subject: META - managing all these emails
Date: Tuesday, February 8, 2022 9:32:27 AM

I've set up a rule in Outlook where any email coming FROM Cechvala going TO MetroRedesign gets automatically changed from "unread" to "read" and goes in a folder. If this avalanche of emails is getting to you and you need help doing something like this, let me know.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: [Cechvala, Michael](#)
To: ["Jodi Wortsman"](#)
Cc: [Metro Redesign](#); [Zachary Johnson](#); [URBAN ASSETS LLC](#)
Subject: RE: Interested in having you come speak to our group
Date: Tuesday, February 8, 2022 9:38:44 AM

Thanks Jodi.

Where is this in the planning process? It is a 3 phase planning process. Ph 1 was about understanding existing conditions and choices, Ph 2 was drawing alternatives and understanding the effects of a ridership and coverage oriented network, and Ph 3 is designing and perfecting the new network. We have drawn a draft network based on feedback from ph 1 and 2 and now need help perfecting it. There will be a few months to make changes and it will start the rounds for approval in April, implemented in Summer 2023.

If people have concerns about losing a certain route or areas not being served, are we at the point where you can change routes? Yes

If people give you feedback, how will it be used? It gets shared with the project team. We read all comments and respond to all questions. We sort and prioritize requests and view them from the perspective of how any change to accommodate it fits into the larger transit system, how it affects the equity of the larger transit system, and how it does or doesn't coincide with policy goals and direction for the project.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Jodi Wortsman

Sent: Monday, February 07, 2022 9:17 PM

To: Cechvala, Michael

Cc: Metro Redesign ; Zachary Johnson ; URBAN ASSETS LLC

Subject: Re: Interested in having you come speak to our group

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Hi Michael,

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Where is this in the planning process? If people have concerns about losing a certain route or areas not being served, are we at the point where you can change routes? If people give you feedback, how will it be used? I hope these questions make sense.

Thank you! Jodi

(Melissa, I hope you are doing well. This is Jodi from the SMPC.)

On Mon, Feb 7, 2022 at 8:25 AM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

Hi Jodi, I'd be happy to speak. Can you let me know what dates and times work for you? I've copied Melissa Huggins from Urban Assets, she may help us with the details. We can tailor a presentation but typically I'd do a powerpoint that might last 20 or 30 minutes and then discussion. We're doing this virtually through Zoom for the time being. Thanks!

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Jodi Wortsman <wortsmanjodi@gmail.com>

Sent: Friday, February 04, 2022 7:59 PM

To: Metro Redesign <MetroRedesign@cityofmadison.com>

Cc: Zachary Johnson <j.zach.johnson@gmail.com>

Subject: Interested in having you come speak to our group

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Hello,

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Thank you!

Jodi Wortman

wortsmanjodi@gmail.com

(608) 358-4331

From: [Hedgpeth, Sean T](#)
To: [Cechvala, Michael](#); [Metro Redesign](#)
Subject: Re: META - managing all these emails
Date: Tuesday, February 8, 2022 9:56:49 AM

This is great, thanks!

From: Cechvala, Michael
Sent: Tuesday, February 8, 2022 9:32 AM
To: Metro Redesign
Subject: META - managing all these emails

I've set up a rule in Outlook where any email coming FROM Cechvala going TO MetroRedesign gets automatically changed from "unread" to "read" and goes in a folder. If this avalanche of emails is getting to you and you need help doing something like this, let me know.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: [Valerie Reed Hickman](#)
To: [Metro Redesign](#)
Subject: Comments on Network Redesign Draft Plan
Date: Tuesday, February 8, 2022 12:13:05 PM

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

Hello,

I'm writing to share my comments on the Metro Transit Network Redesign Draft Plan. I really appreciate all the work that has gone into this project so far. The short version of my comments is that overall it looks great, but there are a few things that seem weird to me that I wanted to point out.

For context, my own relationship to transit is as follows. I live on the southeast side of Madison, near Buckeye Road and current routes 16 and 38. Prior to the pandemic, I worked downtown and commuted daily via the 38. Like many office workers, I have been working remotely from home for nearly two years now, and will probably continue to do so for the foreseeable future. However, if I were to begin commuting to work again, I would like to be able to take the bus. I have also often wished it were more practical to take the bus from my house to do things besides commute--e.g., go grocery shopping, go to the farmers' market, go to the near east side or downtown for fun on the weekends, etc.

Beyond my own personal transit needs, I would like to see a transit system in Madison that is more equitable, more usable for low-income riders, people of color, and people with jobs that aren't 9 to 5 office jobs downtown, and easier/more appealing in general for everyone to use for their day-to-day activities. I love the way, in cities with subways, it's easier to take transit than to drive, and although I know Madison isn't that big, that's the goal I always have in the back of my mind.

I really appreciate that the draft plan focuses on making Madison transit more equitable and accessible, and I'm glad to see the transfer points going away. I also really like that it shifts focus from rush-hour routes to more robust all-day service, which should help people working different shifts and also make it more plausible to use transit for errands and pleasure trips as well as commuting.

Given all that, my questions/concerns are:

- I wonder if there's a plan to address rush hour capacity, given the intent to shift from rush hour to all-day service. Because I haven't ridden the bus at rush hour since the pandemic started, I'm not sure if the current rush hour routes are as packed as they used to be, but if the demand is still there, what will happen?
- I appreciate the plan's interest in making it easier for people to get to grocery stores on the bus. The closest big grocery store in my neighborhood is the Metro Market (formerly Pick 'n' Save) on Monona and Broadway. The proposed route G would go past that store, but it looks like that section of the route will be nonstop, which means people couldn't actually use it to get there.
- I'm not sure why route C goes along Atwood and then crosses the Isthmus up to Gorham, rather than continuing south of East Wash along Jenifer Street toward downtown. For residents of my neighborhood, it would take three buses / two transfers to get from home to Willy Street or downtown - the G to Dempsey/Cottage Grove, the C

to First Street, and then I guess the D. That seems really convoluted.

I understand that the plan could easily get bogged down in minutiae, and in some cases the larger good will be served by choices that might inconvenience a subset of riders. I hope you'll consider my comments in that spirit. Thanks again for all the hard work being done to make transit great in Madison!

Best wishes,
Valerie Hickman

From: [Cechvala, Michael](#)
To: ["Jonathan Mertzig"; Metro Redesign](#)
Cc: [Martin, Arvina](#)
Subject: RE: Redesign feedback re: Frequencies, service to Odana/Whitney/Segoe, and Route 55
Date: Tuesday, February 8, 2022 12:24:16 PM
Attachments: [image001.png](#)

Hi Jonathan, thank you for these comments. I'll share them with the Redesign planning team. I don't see anything in your comments that's factually wrong so I don't think I'll comment on much at the moment, other than say that I think you've read and understood the materials correctly. I'll try to categorize your comments below:

- 30 minute headways outside Routes A, B, C, and D – you're correct that this is likely the limit of 15-minute service we can provide with existing funding.
- Lack of access near Segoe and Odana – we're doing some additional isochrone maps, I can add that location. They will be added at Mymetrobus.com/Redesign, probably later this week or early next
- Hourly late evening and weekend service on the D1. On Whitney where the D1 and E overlap between Tokay and Schroeder, we may be able to coordinate those schedules so they're offset from each other so there is effectively more frequent service between there and downtown.
- New transfer required between the west transfer point area and Route 55 and request for that to be interlined or otherwise coordinated.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Jonathan Mertzig
Sent: Monday, February 07, 2022 11:20 PM
To: Metro Redesign
Cc: Martin, Arvina
Subject: Redesign feedback re: Frequencies, service to Odana/Whitney/Segoe, and Route 55

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

[cc: District 11 Alder Arvina Martin]

Hello, my name is Jonathan Mertzig, and I've been following the route redesign process closely both as a frequent Metro rider (and non-driver) and as a member of the Madison Area Bus Advocates.

I wanted to provide some feedback on the latest draft network from my own perspective as a rider...

First impressions

My first impression with the new design was disappointment. We heard a lot about how "frequency is freedom" in relation to the advantages of a ridership-oriented network, but this redesign doesn't seem to deliver on that promise of freedom outside of the immediate vicinity of the BRT and a handful of other lines.

For much of the city, we're still stuck with 30-minute or worse headways. While I understand this result is more a function of funding rather than the network itself, it's nonetheless a tremendous disappointment.

Even though I applaud the design's success in solving a few problems, like improving consistency of timing and routing on the far edges of the system and improving access to grocery stores, I fear that without funding to increase frequency on many of these routes, many users of the existing system may feel this is a downgrade or at least sense no particular improvement over the previous network. It is imperative that the city work aggressively to find funding solutions to improve service frequencies if this network goes into effect.

Neighborhood-level Impacts

In my own neighborhood, we are likely to see a particularly extreme degradation of service... I happen to live in this "red zone" of decreased travel opportunities within 45 minutes, near the convergence of Odana, Whitney, and Segoe.



I moved to this area primarily to enjoy significantly improved access to transit thanks to proximity to the West Transfer Point. Obviously in a system where the transfer points are eliminated, I understand that some of our more direct travel options will go away. However, for the routes that remain, there will be a noticeable reduction in quality of service.

I tend to use Route 7 (and sometimes 6) often for travel to Monroe St, Downtown, and the east side. The new equivalent would be route D1. This route is less direct, requires a more distant walk to access a stop, and appears to be downgraded to an hourly frequency on the weekends and late evenings when I would tend to use it the most. Basically, my neighborhood will see zero improvements--only negative impacts--from this network design. These impacts would be less severe if greater frequency could be offered to offset the longer distance to stops and more circuitous routing, but that does not seem realistic in the current budgetary environment.

This degradation of service is not a huge hardship for my own travel needs, but it's hard to see this at neighborhood level as anything other than a service cut. To understand the full impact, I would appreciate if Metro could publish a travel time map specifically for the vicinity of Whitney @ Odana or Odana @ Segoe... I found it puzzling that the initial report didn't include an isochrone map for this area considering the noticeable "red zone" otherwise acknowledged in other parts of the design documents.

Route 55

My biggest concern is with how Route 55 is reconfigured in the new system. Shifting connections to the new park + ride planned for Junction Road will significantly degrade service for about half of Route 55's users, myself included.

A major reason for my desire to live near West Transfer Point was to shorten my commute and eliminate often-unreliable transfers, and a few years ago, I was part of a group of Epic employees that helped advise on a redesign of Route 55 to vastly increase access to direct service. This opened up the opportunity for many riders along Watts Road to ride 55 direct rather than depending on transfers (or driving). That design also added a convenient stop near me along Whitney Way, providing access from a nearby cluster of multi-family housing where demand has grown in recent years, with a large new apartment building nearby nearly tripling boardings of 55 at that stop, and where even more apartments are currently being built nearby at the former Westgate Mall.

These areas will no longer have direct service and will instead be served by new route D1, so many existing riders will have to deal with a transfer and presumably longer travel time. Considering that D1 will come from downtown, winter weather or traffic could also cause significant delays and missed connections.

While there are some great advantages to the new transfer location—like opening more direct access for commuters living along Schroeder Rd. and adding quicker access to northwestern Madison and Middleton—this will be an effective downgrade for roughly half the current ridership losing direct service. (And notably, if Metro doesn't sync up the debut of new fare media to replace the popular Commute Card alongside the rollout of the new routes, this will also end up charging us twice as much for worsened service thanks to having to transfer!)

For a few riders I know coming from areas further south of the Beltline, the new routes H and E won't offer any convenient connection for 55—they will likely have a significantly longer multi-transfer commute, which may make using the bus unviable for them.

I would like to suggest one significant mitigation to reduce concerns about transfers: **Select D1 trips should be operated interlined with 55.** This way the 55/D1 connection would be an “in seat” transfer—eliminating the risk of missed connections—and H and E route riders would only have to manage a single transfer to/from those D1 trips.

I hope this feedback helps improve the plans—I look forward to seeing how the network plans evolve, and hope to see an end result that overcomes my initial disappointment.

Thank you,
Jonathan Mertzig

jmmertzig@uwalumni.com

From: [Cechvala, Michael](#)
To: ["Valerie Reed Hickman"; Metro Redesign](#)
Subject: RE: Comments on Network Redesign Draft Plan
Date: Tuesday, February 8, 2022 12:33:44 PM

Hi Valerie, thanks for these comments. Let me add some information if it's helpful:

#1: Yes, we have reserved a small contingency of our resources to address rush hour capacity if it's needed. We're seeing a significant return of commuters but I think any guess as to where things will go as the pandemic lifts is speculation. But we are planning on a system that still has peaks, but is not nearly as peaked as it was in the past.

#2: Route G like Route 16 will be non-stop through most of Monona. This is outside our control but we would like to see bus service be continuous in that corridor. The City of Monona does not partner with Metro for transit service, but we continually work towards the hope of integrating them into the system.

#3: The main reason is to provide transfers to Routes A, B, and D at First Street. One outcome of closing the transfer points is that we do need to provide transfers where people logically want to make these connections. We want to avoid sending people all the way downtown on the C only to make them transfer and come back out on Route A, B, or D; or have them walk across the isthmus. The downside is that it does create some indirection, mainly for Route D.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Valerie Reed Hickman

Sent: Tuesday, February 08, 2022 12:13 PM

To: Metro Redesign

Subject: Comments on Network Redesign Draft Plan

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

Hello,

I'm writing to share my comments on the Metro Transit Network Redesign Draft Plan. I really appreciate all the work that has gone into this project so far. The short version of my comments is that overall it looks great, but there are a few things that seem weird to me that I wanted to point out.

For context, my own relationship to transit is as follows. I live on the southeast side of Madison, near Buckeye Road and current routes 16 and 38. Prior to the pandemic, I worked downtown and commuted daily via the 38. Like many office workers, I have been working remotely from home for nearly two years now, and will probably continue to do so for the foreseeable future. However, if I were to begin commuting to work again, I would like to be able to take the bus. I have also often wished it were more practical to take the bus from my house to do things besides commute--e.g., go grocery shopping, go to the farmers' market, go to the near east side or downtown for fun on the weekends, etc.

Beyond my own personal transit needs, I would like to see a transit system in Madison that is more equitable, more usable for low-income riders, people of color, and people with jobs that aren't 9 to 5 office jobs downtown, and easier/more appealing in general for everyone to use for their day-to-day activities. I love the way, in cities with subways, it's easier to take transit than to drive, and although I know Madison isn't that big, that's the goal I always have in the back of my mind.

I really appreciate that the draft plan focuses on making Madison transit more equitable and

accessible, and I'm glad to see the transfer points going away. I also really like that it shifts focus from rush-hour routes to more robust all-day service, which should help people working different shifts and also make it more plausible to use transit for errands and pleasure trips as well as commuting.

Given all that, my questions/concerns are:

- I wonder if there's a plan to address rush hour capacity, given the intent to shift from rush hour to all-day service. Because I haven't ridden the bus at rush hour since the pandemic started, I'm not sure if the current rush hour routes are as packed as they used to be, but if the demand is still there, what will happen?
- I appreciate the plan's interest in making it easier for people to get to grocery stores on the bus. The closest big grocery store in my neighborhood is the Metro Market (formerly Pick 'n' Save) on Monona and Broadway. The proposed route G would go past that store, but it looks like that section of the route will be nonstop, which means people couldn't actually use it to get there.
- I'm not sure why route C goes along Atwood and then crosses the Isthmus up to Gorham, rather than continuing south of East Wash along Jenifer Street toward downtown. For residents of my neighborhood, it would take three buses / two transfers to get from home to Willy Street or downtown - the G to Dempsey/Cottage Grove, the C to First Street, and then I guess the D. That seems really convoluted.

I understand that the plan could easily get bogged down in minutiae, and in some cases the larger good will be served by choices that might inconvenience a subset of riders. I hope you'll consider my comments in that spirit. Thanks again for all the hard work being done to make transit great in Madison!

Best wishes,

Valerie Hickman

From: [Stuehrenberg, Justin](#)
To: [Metro Redesign](#)
Subject: Fw: South Madison and Route 13
Date: Tuesday, February 8, 2022 1:22:19 PM

FYI

From: Rhodes-Conway, Satya V.
Sent: Tuesday, February 8, 2022 1:03 PM
To: Carter, Sheri
Cc: Sanon, Reuben A; Stuehrenberg, Justin
Subject: RE: South Madison and Route 13
Glad to hear it. I'm confident we can get to a final map that reaches the best compromise possible.
SRC

From: Carter, Sheri
Sent: Tuesday, February 8, 2022 12:41 PM
To: Rhodes-Conway, Satya V.
Cc: Sanon, Reuben A ; Stuehrenberg, Justin
Subject: Re: South Madison and Route 13

Mayor,

I believed that you should also be aware of my concerns with route 13 as it impacts South Madison. I have communicated my concerns with staff; and will continue to dialogue with staff regarding the transit services to South Madison.

Celebrating Black History Month February 2022

Alder Sheri Carter

District 14 - Madison Common Council

(C) 608-698-6027 - **E-mail:** district14@cityofmadison.com - **Website:**

www.cityofmadison.com/council/district14

Common Council Office: 608-266-4071

From: Rhodes-Conway, Satya V.
Sent: Tuesday, February 8, 2022 11:31 AM
To: Carter, Sheri
Cc: Sanon, Reuben A; Stuehrenberg, Justin
Subject: RE: South Madison and Route 13
Hi Alder –

As you know, the E-W BRT project is not reducing service anywhere in the city. Rather, it will dramatically increase service in key transportation corridors.

If you're concerned about the draft map in the Metro Network Redesign project, I encourage you to share those concerns with staff. I understand you recently met with them and did not express any concerns – perhaps there was some misunderstanding in that meeting?

As the Redesign goes through the public meeting and committee process, it's important that you share with staff and the consultants any concerns you have or are hearing from your constituents so that they can be taken into account in the next draft map. Ultimately, the Transportation Commission and then the Council will need to decide the right balance between the two extremes of covering the entire city with slow, infrequent service or providing fast, frequent service that requires slightly

longer walks.
Be well –
Mayor Satya

From: Carter, Sheri <district14@cityofmadison.com>
Sent: Tuesday, February 8, 2022 12:32 AM
To: Rhodes-Conway, Satya V. <SRhodes-Conway@cityofmadison.com>
Subject: South Madison and Route 13

Mayor,

The BRT shouldn't disenfranchise residents in our marginal communities. The elimination of Metro Route 13 will disenfranchise our South Madison residents. I urge you to keep Metro route 13 in place as part of the network redesign. This route is vital to South Madison affect all of the South Madison - Burr Oaks, Capital View, and Bram's Addition neighborhoods. We cannot expect the residents of these marginal communities to walk great distances with strollers, walkers, and canes in good weather not to mention the Wisconsin winters. The elimination of route 13 creates an enormous hardship. I would like to have a conversation with you to discuss this situation further. I will contact you later this week.

Celebrating Black History Month February 2022

Alder Sheri Carter

District 14 - Madison Common Council

(C) 608-698-6027 - **E-mail:** district14@cityofmadison.com - **Website:**
www.cityofmadison.com/council/district14

Common Council Office: 608-266-4071

From: [Brandon Prochaska](#)
To: [Metro Redesign](#)
Subject: Redesign Question
Date: Tuesday, February 8, 2022 4:29:33 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

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

With the new “commuter” routes, like route Y for example. They operate only during peak hours. Will it be one direction only, for example Middleton to downtown in the morning and downtown to Middleton in the PM? Or buses in both directions but only during the peak hours. Also, is it known at this time how frequent those peak only routes would be? (I’m assuming maybe 30 minute intervals). Overall I’m happy with the proposed routes. I lose all-day service near me, but still retain peak-only service, which I use the bus during peak hours 99.9% of the time. My main downside is I am a 1-mile from all day service, which is very prohibitive. Thankfully I think it’s a very good tradeoff in my opinion.

Thanks for the hard work on this. Very pleased with how it’s going.



Brandon Prochaska

Sensory Coordinator

Center for Dairy Research

p: 608-262-3990

e: bprochaska@cdr.wisc.edu

Babcock Hall Rm A215A

1605 Linden Dr, Madison, WI 53706

www.cdr.wisc.edu



From: [Cechvala, Michael](#)
To: "[Brandon Prochaska](#)"; [Metro Redesign](#)
Subject: RE: Redesign Question
Date: Tuesday, February 8, 2022 4:37:58 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Hi Brandon, thanks for your comments and questions. The peak only routes like X, Y, and Z are planned to run every 30 minutes in both directions. For example in the morning, Route Y will go from Madison to Middleton and from Middleton to Madison, same for the afternoon peak.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Brandon Prochaska
Sent: Tuesday, February 08, 2022 4:29 PM
To: Metro Redesign
Subject: Redesign Question

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

With the new "commuter" routes, like route Y for example. They operate only during peak hours. Will it be one direction only, for example Middleton to downtown in the morning and downtown to Middleton in the PM? Or buses in both directions but only during the peak hours. Also, is it known at this time how frequent those peak only routes would be? (I'm assuming maybe 30 minute intervals). Overall I'm happy with the proposed routes. I lose all-day service near me, but still retain peak-only service, which I use the bus during peak hours 99.9% of the time. My main downside is I am a 1-mile from all day service, which is very prohibitive. Thankfully I think it's a very good tradeoff in my opinion.

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Brandon Prochaska

Sensory Coordinator
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p: 608-262-3990

e: bprochaska@cdr.wisc.edu

Babcock Hall Rm A215A
1605 Linden Dr, Madison, WI 53706

www.cdr.wisc.edu



From: [Christopher Tall](#)
To: [Metro Redesign](#)
Subject: Westmorland Neighborhood Annual Meeting Invitation
Date: Wednesday, February 9, 2022 9:37:28 AM

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

Greetings,

The Westmorland Neighborhood Association is having our annual virtual neighborhood meeting **Tuesday March 8 @ 7:00 pm**.

We are wondering if a representative from the Metro Redesign could speak to our neighborhood about the draft transit redesign plan (15-20 min) and field some questions from neighborhood residents?

Thank you and hope to hear from you soon,

--- Christopher Tall

WNA Board President

<https://westmorland-neighborhood.net>

From: [Cechvala, Michael](#)
To: ["Christopher Tall"; Metro Redesign](#)
Cc: [URBAN ASSETS LLC](#)
Subject: RE: Westmorland Neighborhood Annual Meeting Invitation
Date: Wednesday, February 9, 2022 10:34:48 AM

Hi Christopher, is this a virtual meeting? I have a tight schedule on Tuesday but I'd be happy to attend if I can do it virtually. Thanks for reaching out. Can you send me the details?

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Christopher Tall

Sent: Wednesday, February 09, 2022 9:37 AM

To: Metro Redesign

Subject: Westmorland Neighborhood Annual Meeting Invitation

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Greetings,

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Thank you and hope to hear from you soon,

--- Christopher Tall

WNA Board President

<https://westmorland-neighborhood.net>

From: [Christopher Tall](#)
To: [Cechvala, Michael](#)
Cc: [Metro Redesign](#); [URBAN ASSETS LLC](#); [Jesse J. Czech](#)
Subject: Re: Westmorland Neighborhood Annual Meeting Invitation
Date: Wednesday, February 9, 2022 11:40:39 AM

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

Thank you Mike! I know our neighborhood residents are interested in hearing about the redesign plans.

Yes, our annual meeting is a virtual meeting via Zoom. Here is a registration link to our annual neighborhood Zoom Meeting:
<https://us02web.zoom.us/join/9118688401>

Thank you again! I will send you a meeting agenda around March 2nd.

--- Chris

On Wed, Feb 9, 2022, 10:34 AM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

Hi Christopher, is this a virtual meeting? I have a tight schedule on Tuesday but I'd be happy to attend if I can do it virtually. Thanks for reaching out. Can you send me the details?

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Christopher Tall <ctall33@gmail.com>
Sent: Wednesday, February 09, 2022 9:37 AM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: Westmorland Neighborhood Annual Meeting Invitation

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Thank you and hope to hear from you soon,

--- Christopher Tall

WNA Board President

<https://westmorland-neighborhood.net>

<https://westmorland-neighborhood.net>

From: [Cechvala, Michael](#)
To: [Evers, Tag](#)
Cc: [Metro Redesign](#); [Sobota, Timothy](#); [Gritzmacher, Philip](#)
Subject: RE: [Bay Creek] Metro Bus 13 Letter
Date: Wednesday, February 9, 2022 7:28:47 PM

Thank you, forwarding to others involved.
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Evers, Tag
Sent: Wednesday, February 09, 2022 5:39 PM
To: Cechvala, Michael
Subject: Fw: [Bay Creek] Metro Bus 13 Letter
The letter is directly below.

Tag Evers
DISTRICT 13 ALDER
CITY OF MADISON
(608) 424-2580
district13@cityofmadison.com
Subscribe to my blog at www.cityofmadison.com/council/district13/blog

From: baycreek@groups.io <baycreek@groups.io> on behalf of Barbara Bailly
<sewjung14@gmail.com>
Sent: Tuesday, February 8, 2022 9:13 PM
To: baycreek@groups.io
Subject: [Bay Creek] Metro Bus 13 Letter

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

Several of my neighborhood friends and I have been working all weekend to compose an effective letter to address problems with the Madison Metro Draft plan. We would like to discuss at Thursday's BCNA meeting. I am hoping for a quorum.
Barb Bailly
Romnes

The members of Bay Creek Neighborhood Association have reviewed the latest draft plan for redesigning the city's transit service. We see from this plan that the city proposes to eliminate Route 13 service which travels through Bay Creek, Bram's Addition, and Capitol View in South Madison. We wish to point out several reasons why this would work against the best interests of our Bay Creek community and the South Madison community as a whole.

- 1) Bay Creek bus riders will need to walk the distance from their homes to South Park Street to catch a bus.
 - A. If heading south, persons will have to cross the heavy and generally acknowledged dangerous traffic on South Park.
 - B. If the Bay Creek resident lives close to John Nolen, this will mean a walk of 0.75 of a mile or more.
 - C. If the resident has to walk along Olin Avenue, she will face an incline of several blocks [FOR HOW MANY BLOCKS?]
While able-bodied younger individuals may not find a walk this long or steep an imposition, the South Side as a whole has a large population of older residents. Romnes Apartments, at 540 W Olin Ave, at the corner of W Olin and Hickory, has 175 residents is home to many (PERCENTAGE?) of people who have a disability or who are elderly. There are also [list them] other housing developments in South Madison whose residents are elderly and/or who have disabilities.
- 2) Many users arrive at Goodman Park and Goodman pool on Olin Avenue via public transportation.

A) If the only bus access to Goodman Pool is located on South Park, this will mean a walk of about 0.75 mile to use the pool and will include walking up/down an incline.

B) Many families with multiple young children use the pool in summer.

The mission of Goodman Pool includes eliminating barriers to equitable use. It is intended to serve the entire South Madison community. However, eliminating the bus route that directly serves the pool will contribute to inequitable access for many low-income families with children.

3) The recently completed South Madison Plan Update includes the introduction in October 2021 of a height map for development along John Nolen Drive, including the Olin Triangle and the proposed Alliant Energy Center Destination District, and revised land use for the Olin Triangle.

A) Both of these last-minute additions presume dense development; the Olin Triangle alone is estimated to support 1,200-1,400 new units.

B) In addition, the development plans for the east end of Olin Avenue and the areas surrounding the AEC all presume dense new housing that will be served by immediately adjacent public transit as an amenity to new residents and as part of Madison's effort to lessen citizens' dependence on cars.

The city appears to be working at cross purposes to itself, weighing the merits of proposals based on their proximity to public transit—even proposing changes to the land use map—when plans for eliminating access to adjacent bus service were underway.

4) South Madison is the home of much naturally occurring affordable housing, much of which is located in Bram's Addition and Capitol View. Many of those who live in affordable housing may need to rely on public transit to get to work and sometimes from one job to another.

A) The city has presented the transit system redesign as increasing peoples' access to work. However for those in South Madison who work in South Madison or who do not need to travel downtown to get to work, the elimination of Route 13 (as well as the South Transfer Point promises to decrease their ease of access to work.

B) Decreased public transit access of the new full-service supermarket on South Park will also be a consequence of the elimination of public transit routes in South Madison.

The inconvenience of eliminating Route 13 may not be prove an unsurmountable burden for those who have easy pedestrian or cycle access or those with cars—that is, those with adequate financial means and able bodies. But for many who are seniors, or of low-income, or who have a physical disability the absence of the public transit on which they depend may be life-changing and not for the better.

We wish the city to address who benefits from this transit system redesign? How will those who lose their access to employment or grocery shopping be accommodated under the new system? Will there be a corollary increase in paratransit? What plans are there for incorporating meaningful public input and ensuring those who are most burdened by the change a voice at the table? What process will there be for airing and mitigating the unforeseen and unintended consequences of the system redesign?

The latest draft of the new transit plan proposes a hybrid coverage/ridership system with existing conventional buses on the north-south consolidated route running every 15 minutes. Shouldn't we be asking the question whether we need to run long, articulated buses every 10 minutes up and down Park Street if they mean the elimination of much needed service?

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Bay Creek website: <http://baycreekmadison.org>

[Your Subscription](#) | [Contact Group Owner](#) | [Unsubscribe](#) [district13@cityofmadison.com]

From: [Dah dah](#)
To: [Metro Redesign](#)
Subject: metro redesign
Date: Thursday, February 10, 2022 10:53:45 AM

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

First, it does not make sense to compare Madison to other cities; Madison is different in many respects.

I do not believe the “linearity” proposal fits Madison. Jobs, businesses, housing/living, community/neighborhoods, hospitals, clinics, government offices/services, shopping/groceries stores, post offices, many other services, etc. are not “linearity,” are not just in the locations circled on the maps, and the people using the bus do not just live along the bus lines you set out.

The overlap of buses on the isthmus in the **current system** already solves the density, high usage of passengers (described in the PowerPoint) in the Madison central areas. The current system also covers services to a vast number of locations.

The proposed plans appear to cut off service for residents/riders in Madison while giving service to surrounding areas outside of Madison. This is particularly concerning and noted on the maps with pink dots on the north/east side and south/west areas. Examples: the huge complex of affordable housing being built by the NTP (where pink dots are), there also doesn't appear to be any service to grocery stores like Pick-n-Save on Shopko Drive or Woodman's East.

The proposed system's *travel time estimates of 45 minutes or less* does not appear to include the 15/30 min/1 hr or longer transfer wait(s) or the 15 to 30 minute or longer walk 1-way to the bus stop. Most travel time **currently** is 15 to 20/25 minutes with no transfers or at times one, which is a 5-minute wait at a transfer point, and has reasonable distance bus stops.

Michael Cechvala suggests

**“The ridership concept focuses service onto as few routes as possible with higher frequency. Since there are fewer routes, there isn't a need for transfer points to transfer between them from the north side to the hospital would be made on Route B with a transfer downtown to Route C or 80. Or it would be possible to transfer to Route A, get off at University and University Bay, and walk up the hill. All of these routes would be running every 15 minutes or better throughout the day.*

In the coverage map, the transfer points remain. From the North Transfer Point, you would take Route B and again transfer downtown, to Route 5, 80, or A. Route 5 would be running every 30 minutes mid day, Route A every 15 minutes but would require a walk up the hill, and Route 80 would be very frequent. To Hilldale you would take Route B and transfer to Route A, both would be running every 15 minutes. Routes A and B are the BRT service.”

Riders (workforce, elderly, handicap, etc.) deserve better. For the trips cited*, the **current system** bus stops are a reasonable distance, it only takes one bus, the bus goes directly to the destination, and it takes less time, the proposed systems service does none of these. The 80 bus does not suffice for service on Highland ave., it is a UW bus that is stuffed packed and when it is, the bus does not stop. There is also the #80 bus issue of how a wheelchair would get on a packed bus (if it does stop)—does the driver kick off riders/students.

The Madison Metro system can supplement city-to-city travel, but it should not be like it.

Best,

-Deb

From: [Jason Braden](#)
To: [Metro Redesign](#)
Subject: Atwood Ave Bust stop
Date: Thursday, February 10, 2022 7:09:55 PM

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

Hello,

I am the owner of Jewelers Workshop at 2110 Atwood Ave. I purchased this building in December of 2019. We opened for business in July 2020. Two weeks later a bus stop was moved directly in front of our business.

No on street parking

The current bus stop location wiped out two vitally important on street parking spaces. Almost on a daily basis I field complaints from older clients who tell me how far they had to walk to get to my store. Our next door neighbor Country Antiques has customers constantly bringing in furniture to be refinished. Obviously they have no option but to illegally park in the bus stop to take furniture out of their hatchbacks.

Better options near by

There exist other options very close by that would give parking spaces back to our customers. There is a no parking area directly in front of the Barrymore, that I think is mandated for large performance spaces. It is only 50ft to the west and on the same block as the flashing yield sign. There also exists a large no parking area 100 ft to the east that is there because of a fire hydrant.

Store security

Additionally, the location of the bus stop means that we have perfectly law abiding bus patrons hanging out right in front of a jewelry store when my staff is coming and going in the morning and after the shift. This constitutes a perceived security risk, especially while many people are masked and hooded to guard against cold weather and Covid 19. We were recently robbed. It was scary. Eliminating the possibility of a burglar posing as a bus patron would making coming and going much safer for my staff.

Not an inconvenience for riders

There are no residential units on this block. I am the only person who I know that works along these three blocks who has ever rode the bus to work. Moving it 50 ft to the west or 100 ft to the east will not have any negative effect on any of the bus riders but it will benefit the customers

who patronize the business on Atwood because it would open back up two very important parking spots.

Thank you,

Jason Braden

--

Jason Braden

Jewelers Workshop

608-251-7705

<http://www.jewelersworkshop.com/>

[Like us on facebook](#)

From: [David S Danaher](#)
To: [Metro Redesign](#)
Subject: Questions on proposed redesign
Date: Saturday, February 12, 2022 9:12:26 AM

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

Thank you for all the work you've done on the proposed Metro redesign. I have several questions that I can't find answers to in the materials online. I live on the Northside by Sherman Middle School, and we moved here several years ago in part because of the proximity to transit (and the NTP), so I'm wary of what the redesign might mean for my commute to UW campus.

1. The planned X bus via Sherman will run only during rush hour. What is the definition of rush hour in the morning and afternoon? What times does that cover? It would be ideal if you defined rush hour a bit liberally, e.g., extend it to 9:30am and to 6:30pm. That gives people more space in case they're running late, which does happen more often than we'd like.
2. If you board an X bus on Sherman heading toward downtown, there seems to be two different routes that it will take once it passes through downtown—one goes to campus and the other goes south. So does that mean that we'll have to make sure we're boarding the right X bus?

If the commuter will have to make sure it's the right bus, could you please give each bus a unique name and not put the burden on us to look at all the scrolling details on the bus sign? This is something I've always hated about Metro in the past, which is when, say, bus 2 during certain times heading east stops at Cap Sq instead of doing its normal route past Cap Sq. I don't know how many times I boarded the shortened 2 just because I saw the number and didn't wait for the text scroll to indicate that it wasn't actually a 2! It's just wrong to call the bus a 2 or X if there are different routes for the bus that depend on time of day or specific branching routes—just give those busses different names, please! This is especially problematic because Metro has other text-scrolls on the route info (Masks required, Go Packers, etc.), which makes reading the additional information difficult, especially if you're running to catch the bus. You also might consider just eliminating those other text scrolls altogether since they interfere with providing essential information.

If there are indeed going to be two different X routes: how frequently will each of those routes run during rush hour? One each half hour? One every fifteen minutes?

Since I travel to campus and back, I really would like to avoid having to transfer. I would also really like to avoid catching a bus on Packers Ave, which is a highway in all but name (and where speed limits are almost never enforced)—how unpleasant it would be to start my day waiting for a bus on that highway and then having to cross the highway on my way back home. If there were eventually a BRT line on Packers with a dedicated lane, then that would be different, so I'm hoping there's a chance for that in the short-long run.

Thanks for you help,

David Danaher
1401 Ruskin Street
Madison, WI 53704
pes@mac.com

From: [Jennifer Winding](#)
To: [Metro Redesign](#)
Subject: New Madison Bus Routes
Date: Sunday, February 13, 2022 7:30:00 AM

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

To the City of Madison -

As a Madison community member since 2005, a UW alumna, and a business owner in the community, I would like to express my sincere hope that the city can recognize the enormous potential State Street offers in attracting more people downtown should it be beautified and made more pedestrian-friendly. This requires thoughtfully created bus routes that bring people to State Street and locations further East and West, but do not run down State Street. We know many such streets, like Pearl Street in Boulder, which have added flower planters and outdoor art and spaces to sit outside to what was formerly a vehicle thoroughfare. Please consider how critical State Street is to put overall efforts to reinvigorate the downtown after the past two devastating years of Covid and social unrest. Moving the buses and helping businesses bring back their customers by rethinking the pedestrian use of the street are smart moves for the city and will help create a strong draw for the university to attract students and professors.

Thank you,

Jennifer Winding

Sent from my iPhone

Jennifer Winding

608.556-3315

From: [Cechvala, Michael](#)
To: [Foster, Grant](#); [Bill Jolin](#)
Cc: [Metro Redesign](#)
Subject: RE: Bus
Date: Monday, February 14, 2022 9:48:20 AM

Bill, thank you for your question. Improving frequency on transit is central to lower transit travel times and improving ridership. In the case of many peoples' bus trips, waiting for the bus is the longest part of the trip. If the bus comes every 30 minutes, you'll wait on average 15 minutes, but really anywhere between 0 and 30 minutes. By improving frequency to every 15 minutes, you'll wait on average 7.5 minutes, but really anywhere between 0 and 15, so the variability is also reduced. Frequent service also makes it easier to connect with other routes, especially if they are both running frequently, and if you miss your bus or don't know the schedule, you won't be waiting outside for an unacceptable amount of time.

There's more from our consultant's blog about why frequency is important here: <https://humantransit.org/basics/the-transit-ridership-recipe/#frequency>

I hope this helps.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Foster, Grant
Sent: Thursday, February 10, 2022 7:29 AM
To: Bill Jolin
Cc: Cechvala, Michael
Subject: Re: Bus
Hi, Bill.

I've copied Mike Cechvala from the planning team that can help explain the thinking on prioritizing higher frequency service and it's impact on accessibility for riders.

Grant Foster

District 15 Alder

Madison Common Council

608-285-2519

<https://www.cityofmadison.com/council/district15/blog/>

From: Bill Jolin <billjolin@att.net>
Sent: Thursday, February 10, 2022 7:20
To: Foster, Grant
Subject: Re: Bus

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Thanks for your message Foster,

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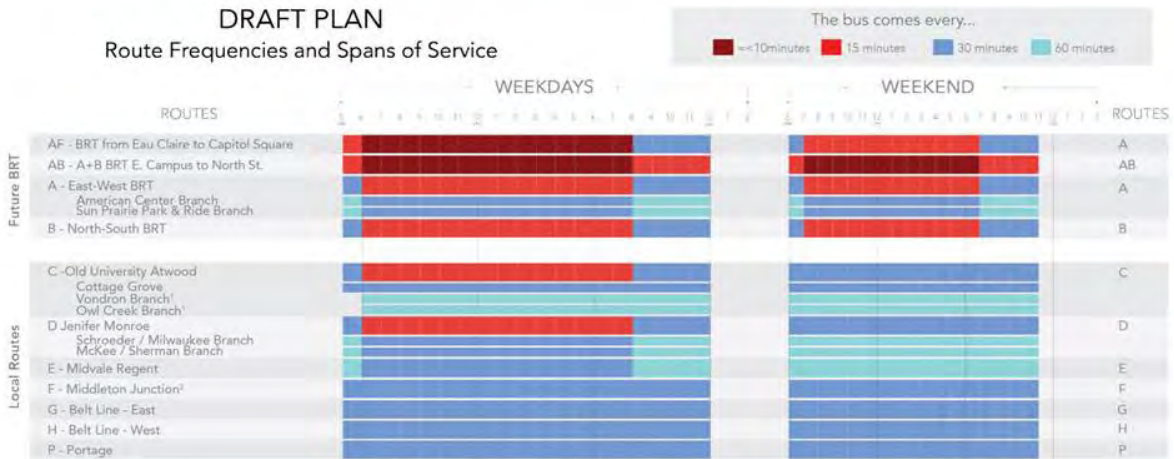
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I'm organizing a public meeting for our part of town with staff soon, so there will be a good opportunity to ask questions and provide feedback then as well. Thanks again for writing in!

Proposed Service Levels by Time of Day



Grant Foster
 District 15 Alder
 Madison Common Council
 608-285-2519
<https://www.cityofmadison.com/council/district15/blog/>

From: Bill Jolin
Sent: Wednesday, February 9, 2022 17:43
To: Foster, Grant
Subject: Bus

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Hello Alderman Foster,
 Good luck with new territory and constituencies. I appreciate the work the council does.

A card with your address came today on Willard Ave., and I am writing about the bus changes. As proposed, (If I am seeing the map correctly) the Atwood Ave buses that I now use won't take me to Woodmans and the Post Office, and points east and north. Much longer walks to catch a bus and get anywhere. Not an improvement.

Bill Jolin
 2306 Willard Ave
 242-0712

From: [Cechvala, Michael](#)
To: "Dah dah"; [Metro Redesign](#)
Subject: RE: metro redesign
Date: Monday, February 14, 2022 10:00:15 AM

Thank you for your comments, Deb, I will share them with the team. A few responses:
The travel time analysis includes walking, waiting, and transferring for all legs of the journey.
Near the North Transfer Point on Aberg, you noticed correctly that we show a reduction in transit access. In this particular case, this is mostly due to Packers Avenue being modelled as a limited stop zone. In reality, we'll have bus stops at Packers and Aberg on the off ramps with sidewalk connections. We modelled this area again and with these stops in there, the access remains about the same in the existing and draft plan scenarios.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Dah dah

Sent: Thursday, February 10, 2022 10:54 AM

To: Metro Redesign

Subject: metro redesign

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Michael Cechvala suggests

**"The ridership concept focuses service onto as few routes as possible with higher frequency. Since there are fewer routes, there isn't a need for transfer points to transfer between them from the north*

side to the hospital would be made on Route B with a transfer downtown to Route C or 80. Or it would be possible to transfer to Route A, get off at University and University Bay, and walk up the hill. All of these routes would be running every 15 minutes or better throughout the day.

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The Madison Metro system can supplement city-to-city travel, but it should not be like it.

Best,

-Deb

From: [Bill Jolin](#)
To: [Cechvala, Michael](#); [Foster, Grant](#)
Cc: [Metro Redesign](#)
Subject: Re: Bus
Date: Monday, February 14, 2022 10:03:11 AM
Attachments: null

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Thank you for your message. We'll see how it works out. The plan still looks like longer walks, or longer rides, or both to get anywhere, unless you're on the first route to your destination.

All my best,

Bill

On 2/14/2022 9:48 AM, Cechvala, Michael wrote:

Bill, thank you for your question. Improving frequency on transit is central to lower transit travel times and improving ridership. In the case of many peoples' bus trips, waiting for the bus is the longest part of the trip. If the bus comes every 30 minutes, you'll wait on average 15 minutes, but really anywhere between 0 and 30 minutes. By improving frequency to every 15 minutes, you'll wait on average 7.5 minutes, but really anywhere between 0 and 15, so the variability is also reduced. Frequent service also makes it easier to connect with other routes, especially if they are both running frequently, and if you miss your bus or don't know the schedule, you won't be waiting outside for an unacceptable amount of time.

There's more from our consultant's blog about why frequency is important here: <https://humantransit.org/basics/the-transit-ridership-recipe/#frequency>

I hope this helps.

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Transportation Planner

City of Madison Department of Transportation

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Cc: Cechvala, Michael

Subject: Re: Bus

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I've copied Mike Cechvala from the planning team that can help explain the thinking on prioritizing higher frequency service and it's impact on accessibility for riders.

Grant Foster

District 15 Alder

Madison Common Council

608-285-2519

<https://www.cityofmadison.com/council/district15/blog/>

From: Bill Jolin <billjolin@att.net>

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Just who is supposed to be benefiting from these changes?

Bill

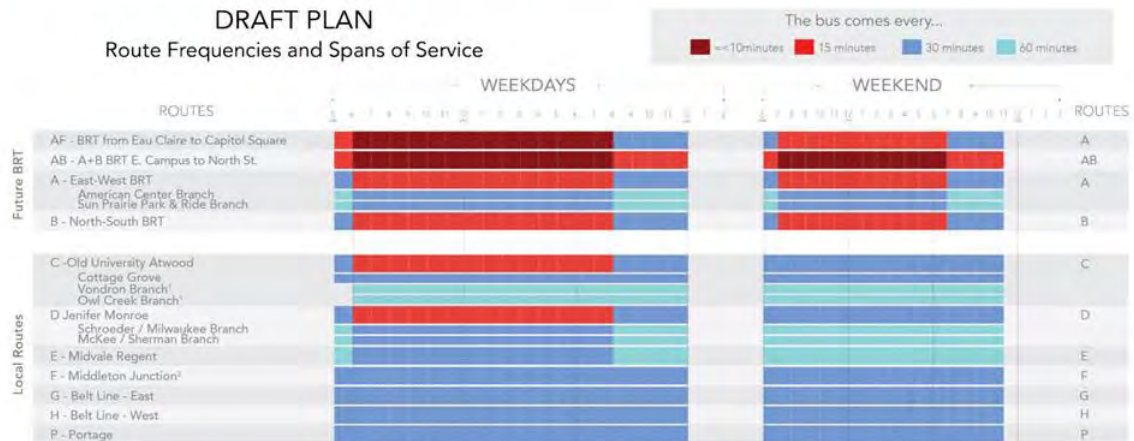
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242-0712

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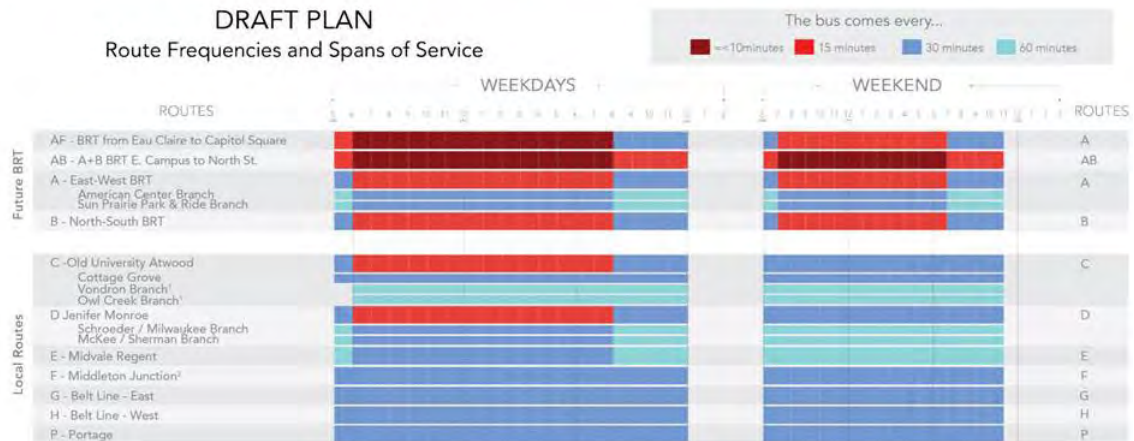
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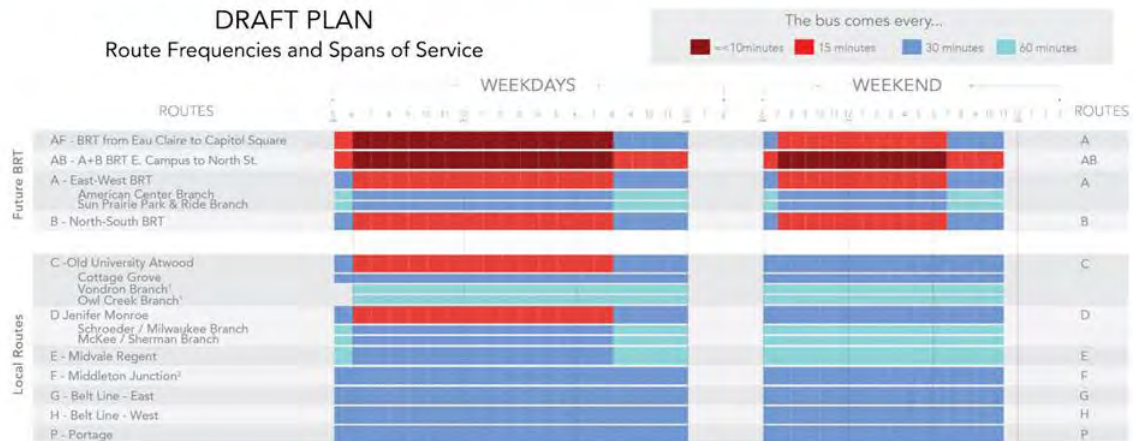
On 2/10/2022 6:12 AM, Foster, Grant wrote:

Hi, Bill. Thanks for writing in!

Yes, the proposed change would have the Atwood line (Line C) continue out on Cottage Grove Road instead of heading up to the current East Transfer Point by Woodmans. To reach those destinations you would need to transfer to the G or D that go past Woodmans/Post Office. On the other hand, the new route would give you a direct trip to Pinney library. The biggest change that's not obvious looking at the map is that this C line would have much more frequent service than what exists today. This would be one of the mainline routes with service every 15 minutes between 6a and 8p on weekdays and every 30 minutes nights and weekends. You can see more details about that in the plan document on page on page 7.

I'm organizing a public meeting for our part of town with staff soon, so there will be a good opportunity to ask questions and provide feedback then as well. Thanks again for writing in!

Proposed Service Levels by Time of Day



Grant Foster
 District 15 Alder
 Madison Common Council
 608-285-2519
<https://www.cityofmadison.com/council/district15/blog/>

From: Bill Jolin
Sent: Wednesday, February 9, 2022 17:43
To: Foster, Grant
Subject: Bus

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

Hello Alderman Foster,
 Good luck with new territory and constituencies. I appreciate the work the council does.

A card with your address came today on Willard Ave., and I am writing about the bus changes. As proposed, (If I am seeing the map correctly) the Atwood Ave buses that I now use won't take me to Woodmans and the Post Office, and points east and north. Much longer walks to catch a bus and get anywhere. Not an improvement.

Bill Jolin
 2306 Willard Ave
 242-0712

From: [Cechvala, Michael](#)
To: ["Jason Braden"; Metro Redesign](#)
Subject: RE: Atwood Ave Bust stop
Date: Monday, February 14, 2022 1:35:12 PM

Hi Jason, I will forward this request and we will look into it. Thank you.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Jason Braden

Sent: Thursday, February 10, 2022 7:10 PM

To: Metro Redesign

Subject: Atwood Ave Bust stop

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

Hello,

I am the owner of Jewelers Workshop at 2110 Atwood Ave. I purchased this building in December of 2019. We opened for business in July 2020. Two weeks later a bus stop was moved directly in front of our business.

No on street parking

The current bus stop location wiped out two vitally important on street parking spaces. Almost on a daily basis I field complaints from older clients who tell me how far they had to walk to get to my store. Our next door neighbor Country Antiques has customers constantly bringing in furniture to be refinished. Obviously they have no option but to illegally park in the bus stop to take furniture out of their hatchbacks.

Better options near by

There exist other options very close by that would give parking spaces back to our customers. There is a no parking area directly in front of the Barrymore, that I think is mandated for large performance spaces. It is only 50ft to the west and on the same block as the flashing yield sign. There also exists a large no parking area 100 ft to the east that is there because of a fire hydrant.

Store security

Additionally, the location of the bus stop means that we have perfectly law abiding bus patrons hanging out right in front of a jewelry store when my staff is coming and going in the morning and after the shift. This constitutes a perceived security risk, especially while many people are masked and hooded to guard against cold weather and Covid 19. We were recently robbed. It was scary. Eliminating the possibility of a burglar posing as a bus patron would making coming and going much safer for my staff.

Not an inconvenience for riders

There are no residential units on this block. I am the only person who I know that works along these three blocks who has ever rode the bus to work. Moving it 50 ft to the west or 100 ft to the east will not have any negative effect on any of the bus riders but it will benefit the customers who patronize the business on Atwood because it would open back up two

very important parking spots.

Thank you,
Jason Braden

--

Jason Braden
Jewelers Workshop
608-251-7705

<http://www.jewelersworkshop.com/>

[Like us on facebook](#)

From: [Cechvala, Michael](#)
To: ["David S Danaher"; Metro Redesign](#)
Subject: RE: Questions on proposed redesign
Date: Monday, February 14, 2022 2:39:49 PM

Hi David, thanks for your questions, let me try to answer them:

1. Rush hour is roughly defined in the plan on page 21, roughly 6 am to 8:30 am and 4 pm to 6:30 pm.

https://www.cityofmadison.com/metro/documents/network-redesign/draftplan/TransitNetworkRedesign_DraftPlanReport.pdf

2. All route X buses would follow the same path, from Sherman Ave southbound they would go to Johnson and Gorham, University and Johnson, Charter, Observatory, Highland, Speedway, and off to the west side. Route X does not go to the south side, you may be looking at Route Z or 75. Route X would run every 30 minutes during rush hour, but it would ideally be scheduled in between Route D2 trips, so the combined service would be more frequent.

Yes we are trying to get away from having routes with one designation that could go multiple different ways. We're working on a naming scheme that makes sense. You will probably see more on that once the plan is approved.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: David S Danaher <pes@mac.com>
Sent: Saturday, February 12, 2022 9:12 AM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: Questions on proposed redesign

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

Thank you for all the work you've done on the proposed Metro redesign. I have several questions that I can't find answers to in the materials online. I live on the Northside by Sherman Middle School, and we moved here several years ago in part because of the proximity to transit (and the NTP), so I'm wary of what the redesign might mean for my commute to UW campus.

1. The planned X bus via Sherman will run only during rush hour. What is the definition of rush hour in the morning and afternoon? What times does that cover? It would be ideal if you defined rush hour a bit liberally, e.g., extend it to 9:30am and to 6:30pm. That gives people more space in case they're running late, which does happen more often than we'd like.

2. If you board an X bus on Sherman heading toward downtown, there seems to be two different routes that it will take once it passes through downtown—one goes to campus and the other goes south. So does that mean that we'll have to make sure we're boarding the right X bus?

If the commuter will have to make sure it's the right bus, could you please give each bus a unique name and not put the burden on us to look at all the scrolling details on the bus sign? This is something I've always hated about Metro in the past, which is when, say, bus 2 during certain times heading east stops at Cap Sq instead of doing its normal route past Cap Sq. I don't know how many times I boarded the shortened 2 just because I saw the number and didn't wait for the text scroll to indicate that it wasn't actually a 2! It's just wrong to call the bus a 2 or X if there are different routes for the bus that depend on time of day or specific branching routes—just give those busses different

names, please! This is especially problematic because Metro has other text-scrolls on the route info (Masks required, Go Packers, etc.), which makes reading the additional information difficult, especially if you're running to catch the bus. You also might consider just eliminating those other text scrolls altogether since they interfere with providing essential information.

If there are indeed going to be two different X routes: how frequently will each of those routes run during rush hour? One each half hour? One every fifteen minutes?

Since I travel to campus and back, I really would like to avoid having to transfer. I would also really like to avoid catching a bus on Packers Ave, which is a highway in all but name (and where speed limits are almost never enforced)—how unpleasant it would be to start my day waiting for a bus on that highway and then having to cross the highway on my way back home. If there were eventually a BRT line on Packers with a dedicated lane, then that would be different, so I'm hoping there's a chance for that in the short-long run.

Thanks for you help,

David Danaher
1401 Ruskin Street
Madison, WI 53704
pes@mac.com

From: [David S Danaher](#)
To: [Cechvala, Michael](#)
Cc: [Metro Redesign](#)
Subject: Re: Questions on proposed redesign
Date: Monday, February 14, 2022 2:43:03 PM

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

Thank you for these answers—and for your work on the Metro redesign!
David

> On Feb 14, 2022, at 2:39 PM, Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

>

> Hi David, thanks for your questions, let me try to answer them:

>

> 1. Rush hour is roughly defined in the plan on page 21, roughly 6 am to 8:30 am and 4 pm to 6:30 pm.

https://www.cityofmadison.com/metro/documents/network-redesign/draftplan/TransitNetworkRedesign_DraftPlanReport.pdf

>

> 2. All route X buses would follow the same path, from Sherman Ave southbound they would go to Johnson and Gorham, University and Johnson, Charter, Observatory, Highland, Speedway, and off to the west side. Route X does not go to the south side, you may be looking at Route Z or 75. Route X would run every 30 minutes during rush hour, but it would ideally be scheduled in between Route D2 trips, so the combined service would be more frequent.

>

> Yes we are trying to get away from having routes with one designation that could go multiple different ways. We're working on a naming scheme that makes sense. You will probably see more on that once the plan is approved.

>

> Mike Cechvala

> Transportation Planner

> City of Madison Department of Transportation

>

>

> -----Original Message-----

> From: David S Danaher <pes@mac.com>

> Sent: Saturday, February 12, 2022 9:12 AM

> To: Metro Redesign <MetroRedesign@cityofmadison.com>

> Subject: Questions on proposed redesign

>

>

>

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

>

>

> Thank you for all the work you've done on the proposed Metro redesign. I have several questions that I can't find answers to in the materials online. I live on the Northside by Sherman Middle School, and we moved here several years ago in part because of the proximity to transit (and the NTP), so I'm wary of what the redesign might mean for my commute to UW campus.

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> 1. The planned X bus via Sherman will run only during rush hour. What is the definition of rush hour in the morning and afternoon? What times does that cover? It would be ideal if you defined rush hour a bit liberally, e.g., extend it to 9:30am and to 6:30pm. That gives people more space in case they're running late, which does happen more often than we'd like.

>

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>

> If the commuter will have to make sure it's the right bus, could you please give each bus a unique name and not put the burden on us to look at all the scrolling details on the bus sign? This is something I've always hated about Metro in the past, which is when, say, bus 2 during certain times heading east stops at Cap Sq instead of doing its normal route past Cap Sq. I don't know how many times I boarded the shortened 2 just because I saw the number and didn't wait for the text scroll to indicate that it wasn't actually a 2! It's just wrong to call the bus a 2 or X if there are different routes for the bus that depend on time of day or specific branching routes—just give those busses different names, please! This is especially problematic because Metro has other text-scrolls on the route info (Masks required, Go Packers, etc.), which makes reading the additional information difficult, especially if you're running to catch the bus. You also might consider just eliminating those other text scrolls altogether since they interfere with providing essential information.

>

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>

> Since I travel to campus and back, I really would like to avoid having to transfer. I would also really like to avoid catching a bus on Packers Ave, which is a highway in all but name (and where speed limits are almost never enforced)—how unpleasant it would be to start my day waiting for a bus on that highway and then having to cross the highway on my way back home. If there were eventually a BRT line on Packers with a dedicated lane, then that would be different, so I'm hoping there's a chance for that in the short-long run.

>

> Thanks for you help,

>

> David Danaher

> 1401 Ruskin Street

> Madison, WI 53704

> pes@mac.com

From: [Cechvala, Michael](#)
To: [Metro Redesign](#)
Subject: FW: Thoughts on Route 15 Changes
Date: Monday, February 14, 2022 2:55:45 PM
Attachments: [image002.png](#)

For the file.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Cechvala, Michael
Sent: Monday, February 14, 2022 2:50 PM
To: Hoadley, Amanda
Subject: RE: Thoughts on Route 15 Changes

Hi Amanda, thanks for your comments, I'll share them with the project team. To answer your question about rush hour only service on Route Y, the general time that would operate is about 6 am to 8:30 am, and 4 to 6:30 pm. Route H would operate all day.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Hoadley, Amanda <AHoadley@cityofmadison.com>
Sent: Monday, February 14, 2022 2:21 PM
To: Cechvala, Michael <MCechvala@cityofmadison.com>
Subject: Thoughts on Route 15 Changes

Hi Mike,

I wanted to comment on the new proposed route changes on this map. [Draft Network - Google My Maps](#)

Pre-pandemic I took the 15 every day from Old Sauk Rd. and N. Gammon Rd. to the square. My morning route was perfect. It got me to the square 10 to 15 minutes before I started work, so I had just enough time to walk a block and get myself set up for the day by 7:30am. Even on a snowy or rainy day, I was very rarely late for work since there was a bit of a buffer to work with. On the way home, my bus was extremely empty when I got on at the square around 4:20pm, but by the end of campus it was so full you couldn't fit another person on the bus.

I have been working from home 3 days a week, in the office 2 days a week for most of the pandemic. Once I was vaccinated, I planned to take the bus to the office again, but the route had changed just enough that it was no longer ideal. Now the route doesn't get to the square until 7:26am, so not early enough for me to take the same bus I always did. To make sure I'm not late for work, I would now have to take a bus 30 minutes earlier when I can't start work any earlier.

The proposed route changes would now make me have to transfer buses or ride my bike/park my car closer to the BRT route. Would the change to rush hour only eliminate buses that run later? I used to take the bus home after grabbing dinner or drinks with coworkers and I hope that option continues to be available.

I fully support adding more bus routes/times in busy areas, but I really hope we don't have to cut and change other routes so dramatically to make it happen. I still hope to be able to take the bus again. I don't want to drive and pay to park downtown just to go to work, but if my bus route is going to be significantly more complicated or make me leave the house far earlier than before, I don't

know what else I can do.

Amanda Hoadley (she/her)

Administrative Clerk

City of Madison Building Inspection Division

Madison Municipal Building

215 Martin Luther King Jr. Blvd. Room 017

Madison, Wisconsin 53703-2984

Tel: 608-266-9017

www.cityofmadison.com

For Covid-19 updates: <https://www.cityofmadison.com/dpced/bi/coronavirus/3393/>

To schedule an appointment with the Permit Counter or Zoning Counter,
please use the links below.

<https://www.cityofmadison.com/BI/PermitCounter>

<https://www.cityofmadison.com/BI/ZoningCounter>

From: [Walnut Grove Homes Association](#)
To: [Metro Redesign](#)
Cc: dryerson@tds.net; Conklin, Nikki; Therathers@aol.com; secretary@walnutgrovemadison.org; vicepresident@walnutgrovemadison.org
Subject: Metro Draft Plan: zoom session request
Date: Monday, February 14, 2022 10:53:11 PM

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

Hello Metro redesign team,

Would it be possible to schedule a proposal review and feedback session on the draft plan for the metro redesign for the Walnut Grove and Tamarack neighborhoods (and any other surrounding areas that may wish to participate). The new draft plan adds a metro route on N Westfield Road, which is the main thoroughfare through our two neighborhoods. I'd love to give our neighbors an opportunity to learn more about the proposal, and be able to provide any feedback they may wish to share.

Thanks,
Liz Fenster
President, WGHA

From: [Jim Wolfe](#)
To: [Metro Redesign](#)
Subject: Route Redesign Service to Atwood and Eastmorland
Date: Tuesday, February 15, 2022 6:02:07 AM

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

Hello,

I'd like to pass along some concerns related to the proposed route redesign. With the current plan, it appears as though there will not be any direct local service to downtown/Capitol for residents in the Atwood and Eastmorland areas. What's currently a pretty reasonable travel time to downtown for these residents now would seem to lengthen considerably under this current plan through either significantly longer walks and/or requiring a transfer (additional wait time) to another route. For an area of the City that is relatively close to downtown (3-4 miles), making it too inconvenient to take public transportation will likely lead to a lot of those shorter trips just being taken by vehicle instead, especially during colder months. What considerations are being made with this route redesign to maintain efficient service to this relatively dense residential area? Will the service along Gorham be quicker than the current routes along Atwood/Jenifer making the longer walk less of a time constraint? Will the scheduling be set up to ensure efficient transfers to BRT routes along E. Washington Ave? Or potentially both? Thank you for your consideration of my comments.

Jim Wolfe

From: dryerson@tds.net
To: [Walnut Grove Homes Association](#)
Cc: [Metro Redesign](#); [Conklin, Nikki](#); Therathers@aol.com; secretary@walnutgrovemadison.org; vicepresident@walnutgrovemadison.org
Subject: Re: Metro Draft Plan: zoom session request
Date: Tuesday, February 15, 2022 9:25:48 AM

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

I feel a meeting is a good idea.

Dean Ryerson,
President, Tamarack Trails.

From: "Walnut Grove Homes Association"
To: MetroRedesign@cityofmadison.com
Cc: "Dean Ryerson" , "Nikki Conklin" , Therathers@aol.com,
secretary@walnutgrovemadison.org, vicepresident@walnutgrovemadison.org
Sent: Monday, February 14, 2022 10:53:09 PM
Subject: Metro Draft Plan: zoom session request

Hello Metro redesign team,
Would it be possible to schedule a proposal review and feedback session on the draft plan for the metro redesign for the Walnut Grove and Tamarack neighborhoods (and any other surrounding areas that may wish to participate). The new draft plan adds a metro route on N Westfield Road, which is the main thoroughfare through our two neighborhoods. I'd love to give our neighbors an opportunity to learn more about the proposal, and be able to provide any feedback they may wish to share.

Thanks,
Liz Fenster
President, WGHA

From: [Richard W. Ihlenfeld](#)
To: [Metro Redesign](#)
Cc: [Furman, Keith](#); [Dennis & Sara Marx](#)
Subject: Opposed to elimination of Routes #15 & #68
Date: Tuesday, February 15, 2022 10:05:36 AM

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

Good day, while I admit that I am an infrequent user of MadisonMetro, I do use it to travel from my home on the West side of Madison (Old Sauk Road @ N High Point Road) to places such as the Dane County Airport, the VA Hospital, the UW campus to attend various sporting events, Saturday morning Farmers' Markets on the Square, as well as downtown Madison for cultural events and venues (e.g., Overture Center, Madison Symphony Concerts on the Square).

I use MadisonMetro for several reasons: it is safe, economical and saves me the hassle of parking garages and fighting with various machines (which can be confusing and not always operational) to pay for parking. I am a senior citizen (79+) as well as a 26-year military veteran so my cost to use MadisonMetro is certainly reasonable.

Currently, it is a four-block walk from my house to the nearest #15 (weekday) route bus stop and only a six-block walk to the nearest #68 (weekend/holiday) bus stop. Replacing those two routes with another "lettered" route which meanders nowhere near places I want to go would essentially eliminate my use of MadisonMetro.

As a member of the Wexford Village Homeowners' Association, an area which encompasses 734 homes/condos, I find elimination of our bus service would be a great disservice to the many elderly and/or handicapped folks who live in our subdivision...folks who either can no longer drive due to health conditions or who cannot afford to own a car because of limited income.

Please do not take away our #15 and #68 buses.

Richard W. Ihlenfeld
7613 Sawmill Road
Madison WI 53717-2208
(H) 608 831-5359
(C) 608 334-3062
rwi@chorus.net

From: [Cechvala, Michael](#)
To: ["Jim Wolfe"](#); [Metro Redesign](#)
Subject: RE: Route Redesign Service to Atwood and Eastmorland
Date: Tuesday, February 15, 2022 11:52:06 AM

Hi Jim, thank you for your comments, I've passed them along to the planning team. Let me try to answer a few of your questions.

The main objective of having the isthmus routes C and D cross over at First Street (With Atwood service going in via Johnson/Gorham instead of Jenifer) is to accommodate transfers between Routes C and D, as well as BRT Routes A and B on East Washington. This gives people an opportunity to make connections without going all the way downtown and coming back out. The downside, as you've noticed, is that some routes will be a bit less direct. From Atwood, the route to Johnson and Gorham should be about the same amount of time as it would be via Jenifer; however, if you work near the Capitol Square, you may have to walk further than existing Route 7 or 38.

Transfers at First Street will be mostly between frequent routes, so they will not be formally coordinated. However, we will try optimize the schedules to reduce waiting on some of the branches if it is possible.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Jim Wolfe

Sent: Tuesday, February 15, 2022 6:02 AM

To: Metro Redesign

Subject: Route Redesign Service to Atwood and Eastmorland

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

Hello,

I'd like to pass along some concerns related to the proposed route redesign. With the current plan, it appears as though there will not be any direct local service to downtown/Capitol for residents in the Atwood and Eastmorland areas. What's currently a pretty reasonable travel time to downtown for these residents now would seem to lengthen considerably under this current plan through either significantly longer walks and/or requiring a transfer (additional wait time) to another route. For an area of the City that is relatively close to downtown (3-4 miles), making it too inconvenient to take public transportation will likely lead to a lot of those shorter trips just being taken by vehicle instead, especially during colder months. What considerations are being made with this route redesign to maintain efficient service to this relatively dense residential area? Will the service along Gorham be quicker than the current routes along Atwood/Jenifer making the longer walk less of a time constraint? Will the scheduling be set up to ensure efficient transfers to BRT routes along E. Washington Ave? Or potentially both? Thank you for your consideration of my comments.

Jim Wolfe

From: [Cechvala, Michael](#)
To: [Metro Redesign](#)
Subject: FW: Metro Transit Bus Service
Date: Tuesday, February 15, 2022 3:10:35 PM
Attachments: [Madison - Aberg Pick "n Save.docx](#)
[image001.png](#)
[image003.png](#)

For the file.
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Lynch, Thomas
Sent: Tuesday, February 15, 2022 2:59 PM
To: Cechvala, Michael ; Hedgpeth, Sean T
Cc: Stuehrenberg, Justin ; Rusch, Mick
Subject: FW: Metro Transit Bus Service
[FYI – see attached.](#)

From: Hyland, James J <James.Hyland@roundys.com>
Sent: Tuesday, February 15, 2022 1:26 PM
To: Lynch, Thomas <TLynch@cityofmadison.com>
Subject: FW: Metro Transit Bus Service

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

James J. Hyland

VP Communications & Public Affairs

Roundy's Division/The Kroger Co.

875 E. Wisconsin Ave., Milwaukee, WI 53202

414-231-5811 / james.hyland@roundys.com



From: Hyland, James J
Sent: Tuesday, February 15, 2022 1:23 PM
To: tlynch@cityofmadiosn.com; transportationpolicyboard@cityofmadison.com
Cc: 'district12@cityofmadison.com' <district12@cityofmadison.com>; mbottari@cityofmadison.com
Subject: Metro Transit Bus Service
To: 1. Mr. Thomas Lynch, Director, Dept. of Transportation, City of Madison
2. Transportation Policy & Planning Board Members
CC: 1. Alder Syed Abbas, District 12
2. Mary Bottari, Chief of Staff, Mayor Rhodes-Conway
Please see attached letter regarding Madison Metro Network Redesign.
Thank you.

James J. Hyland

VP Communications & Public Affairs

Roundy's Division/The Kroger Co.

875 E. Wisconsin Ave., Milwaukee, WI 53202

414-231-5811 / james.hyland@roundys.com



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From: anything4BL@gmail.com
To: [Metro Redesign](#)
Subject: Fwd:
Date: Tuesday, February 15, 2022 4:36:38 PM
Attachments: [image003.png](#)

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

Every time I turn around I realize again and again just how **inconvenient** Metro is trying to make my continued bus ridership with the new routes and bus stops.

Today I came upon a detailed map online showing the proposed Round D route in the Capitol Square area.

I work in the U.S. Bank Building at 1 South Pinckney Street and have ridden to/from work on the Capitol Square for about 45 years (30 of them from my home on Odana Road).

Heading home at night: If you're making us walk from the Capitol Square all the way to Wilson Street -- which I think is **ridiculous** by the way, when there are hundreds of potential bus riders working on the Capitol Square and we've had near-front-door service on the Capitol Square for decades -- you are putting bus stops (on Wilson Street) at King Street, MLK Jr. Blvd. and Carroll Street, BUT NOT AT PINCKNEY STREET -- **WHY???**

Heading downtown to the Capitol Square: Route D goes up to Doty Street (a one-way street) and then back to Wilson (when it's a two-way street), but THERE ISN'T EVEN ONE BUS STOP ON DOTY STREET -- **WHY???**

I personally feel like the Transit Redesign Team is trying very hard to make bus ridership under the new plan just as difficult and inconvenient as it can for riders. I am far from the only bus rider who is absolutely mystified by the decisions being made by the Transit Redesign Team. These changes may benefit Metro and its drivers, but they certainly aren't made with bus riders in mind.



Michele Leighton
4634 Odana Road
Madison, WI 53711

From: [Jodi Wortsman](#)
To: [Cechvala, Michael](#)
Cc: [Metro Redesign](#); [Zachary Johnson](#); [URBAN ASSETS LLC](#)
Subject: Re: Interested in having you come speak to our group
Date: Wednesday, February 16, 2022 9:58:14 PM

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

Hi Michael,

I apologize for the delay in my response. My Eken Park neighbors and I talked and decided it was best to invite people to the meeting you have planned for Thursday, March 10. We are all in District 12. We thought it was best to not plan another meeting.

Thank you!

Jodi Wortsman
wortsmanjodi@gmail.com
(608) 358-4331

On Tue, Feb 8, 2022 at 9:38 AM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

Thanks Jodi.

Where is this in the planning process? It is a 3 phase planning process. Ph 1 was about understanding existing conditions and choices, Ph 2 was drawing alternatives and understanding the effects of a ridership and coverage oriented network, and Ph 3 is designing and perfecting the new network. We have drawn a draft network based on feedback from ph 1 and 2 and now need help perfecting it. There will be a few months to make changes and it will start the rounds for approval in April, implemented in Summer 2023.

If people have concerns about losing a certain route or areas not being served, are we at the point where you can change routes? Yes

If people give you feedback, how will it be used? It gets shared with the project team. We read all comments and respond to all questions. We sort and prioritize requests and view them from the perspective of how any change to accommodate it fits into the larger transit system, how it affects the equity of the larger transit system, and how it does or doesn't coincide with policy goals and direction for the project.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Jodi Wortsman <wortsmanjodi@gmail.com>

Sent: Monday, February 07, 2022 9:17 PM

To: Cechvala, Michael <MCechvala@cityofmadison.com>

Cc: Metro Redesign <MetroRedesign@cityofmadison.com>; Zachary Johnson <j.zach.johnson@gmail.com>; URBAN ASSETS LLC <melissa@urbanassetsconsulting.com>

Subject: Re: Interested in having you come speak to our group

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

Hi Michael,

Thank you for your quick response. Before I connect with the other neighborhood groups for dates and times, I just have a few questions.

Where is this in the planning process? If people have concerns about losing a certain route or areas not being served, are we at the point where you can change routes? If people give you feedback, how will it be used? I hope these questions make sense.

Thank you! Jodi

(Melissa, I hope you are doing well. This is Jodi from the SMPC.)

On Mon, Feb 7, 2022 at 8:25 AM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

Hi Jodi, I'd be happy to speak. Can you let me know what dates and times work for you? I've copied Melissa Huggins from Urban Assets, she may help us with the details. We can tailor a presentation but typically I'd do a powerpoint that might last 20 or 30 minutes and then discussion. We're doing this virtually through Zoom for the time being. Thanks!

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Jodi Wortsman <wortsmanjodi@gmail.com>

Sent: Friday, February 04, 2022 7:59 PM

To: Metro Redesign <MetroRedesign@cityofmadison.com>

Cc: Zachary Johnson <j.zach.johnson@gmail.com>

Subject: Interested in having you come speak to our group

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

Hello,

I live in the Eken Park Neighborhood. I am working with some neighbors on transportation issues in our community. We would like to invite residents of the Eken Park Neighborhood and also neighbors from two surrounding neighborhoods to a Metro Transit Network Redesign presentation. How do we move forward on having you come speak? How are your presentations designed? (e.g. How long is the full presentation? Discussion section?) At this point in the process, what do you do with feedback?

Thank you!

Jodi Wortman

wortsmanjodi@gmail.com

(608) 358-4331

From: [Dennis Rhodes](#)
To: [Metro Redesign](#)
Subject: redesign question
Date: Thursday, February 17, 2022 1:15:23 PM
Attachments: [45EE88CD111340268BD6D65600C0C9EBF57097511.png](#)
[0A446903C3FC445CAA74675D60464477157097521.png](#)
[B73A4735163F4663B64484D4E4FEB13F57097531.png](#)

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

Hi,

I'm trying to understand how a current rider of the existing 15 route who boards at Westfield & Sawmill would get to UW campus or downtown under the redesign. If there is no reasonable alternative I'm open to hearing that, but I want to understand how commuting might happen. It seems H or Y would be involved but it's not clear how to get to those routes.

Thanks for any thoughts,

Dennis

Dennis Rhodes

Office of Policy Analysis and Research
1554 Van Hise Hall, 1220 Linden Drive
Madison, WI 53706

drhodes@uwsa.edu

608-261-1434 | wisconsin.edu



From: [C.D](#)
To: [Metro Redesign](#)
Subject: First Street Station - where?
Date: Thursday, February 17, 2022 2:03:48 PM

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

Where exactly will First Street station be located? I don't believe there was an allowance for this in the new development at the corner of E Wash and First. Will any bldgs on the other corners be torn down to make room for this? Also, given that there will be larger nos of people embarking, disembarking, transferring - they will have to do a better job with the timing of the lights so that people (some of us with mobility issues) can cross the street safely. THANKS,

Cathy @ E Main St.
Madison

From: matthewac78@hotmail.com
To: [Metro Redesign](#)
Subject: Routes
Date: Thursday, February 17, 2022 4:55:04 PM

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

I used to take the 19 to work and home and the dunn's marsh neighborhood misses it dearly.

[Sent from Yahoo Mail on Android](#)

From: [Lisamarie](#)
To: [Metro Redesign](#)
Subject: Route 55 connections
Date: Thursday, February 17, 2022 6:09:48 PM

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

I was really disappointed (and panicked) when I saw the proposed outline and the removal of the West Transfer Point.

I currently do not drive, and I work at Epic, meaning I rely on the 55 to get to and from work. I currently live in the Meadowwood neighborhood (we bought our house specifically due to the bus access) and can take the 52/50 to the WTP, where I then connect to the 55. This is already a bit inefficient for me as my commute is about an hour and in the winter especially there is a lot of waiting outside for delayed connections.

Looking at the proposed routes, there is no way for me to get to the 55 without several transfers which is just not going to be feasible, especially if any of them are missed/delayed. This will more or less force me to find alternate transportation including potentially needing to be another car on the road.

I know there are many other considerations and areas to serve, but there need to be better ways to get to the Park and Ride from other locations if there is no longer going to be a centralized transfer point/hub.

Thank you,
Lisamarie LiGreci-Newton

From: [Cechvala, Michael](#)
To: [Metro Redesign](#)
Subject: FW: BRT--1st St Station
Date: Friday, February 18, 2022 9:50:41 AM

For the file

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: Lynch, Thomas <TLynch@cityofmadison.com>
Sent: Friday, February 18, 2022 9:23 AM
To: 'annewalker@homelandgarden.com' <annewalker@homelandgarden.com>; Benford, Brian <district6@cityofmadison.com>
Cc: Cechvala, Michael <MCechvala@cityofmadison.com>
Subject: RE: BRT--1st St Station

Hello Anne,

Yes, we are planning on having a station at First St. It will be a very important station in that it will serve the new apartments, the Public Market, Schenks Corners, and possibly even an Amtrak station. In the network redesign, many routes run through First Street, so it is likely many will transfer at this location. First Street will be a full size station in the median on the west approach. We are hoping with speed limit changes, and the changing land use, the context will become more urban with slower speeds.

Tom

-----Original Message-----

From: annewalker@homelandgarden.com <annewalker@homelandgarden.com>
Sent: Thursday, February 17, 2022 8:57 PM
To: Lynch, Thomas <TLynch@cityofmadison.com>; Benford, Brian <district6@cityofmadison.com>
Subject: BRT--1st St Station

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

Tom

on our neighborhood list serve, a question was raised re the 1st St BRT Station. Questions?? The location of the station at 1st, size, and safety for people using the station. As you know, it's a dangerous place to cross. Any other relevant details appreciated.

Appreciate your time and help

Best, Anne

From: [Dave Davis](#)
To: [Metro Redesign](#)
Subject: Draft Network Plan Redesign Survey?
Date: Friday, February 18, 2022 11:48:27 AM

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

Hello Metro Transit,

When can we expect you to provide a Spanish translation of your Draft Network Plan Survey? As you are aware, there are a significant number of Spanish (non-English) speakers and likely even more non-English readers living in South Madison. Please provide a response prior to next Monday's, 02/21/22, South Metropolitan Planning Council meeting which Metro Transit staff will be attending to discuss your proposed network redesign.

Regards,

Dave Davis

--

Dave Davis
210 Koster St
Madison, WI 53713
608 257-3305

From: [Rusch, Mick](#)
To: ["Dave Davis"; Metro Redesign](#)
Subject: RE: Draft Network Plan Redesign Survey?
Date: Friday, February 18, 2022 11:50:07 AM

Hi Dave, this document is being translated as we speak. I will send it to you and post online as soon as it's ready.

Mick Rusch
Metro

-----Original Message-----

From: Dave Davis <davis_da@charter.net>
Sent: Friday, February 18, 2022 11:48 AM
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608 257-3305

From: [Rusch, Mick](#)
To: "[Dave Davis](#)"; [Metro Redesign](#)
Subject: RE: Draft Network Plan Redesign Survey?
Date: Friday, February 18, 2022 11:54:06 AM

Dave, I apologize, the survey is available now in Spanish at this link:
<https://www.cityofmadison.com/es/metro/rutas-horarios/rediseno-de-la-red-transito>

We're working on getting the draft plan document itself translated into Spanish.

Mick
Metro

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Dave Davis
210 Koster St
Madison, WI 53713
608 257-3305

From: [Daniel Costantino](#)
To: [Rusch, Mick](#)
Cc: [Metro Redesign](#)
Subject: Re: Draft Network Plan Redesign Survey?
Date: Friday, February 18, 2022 11:57:07 AM

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My turn to apologize, didn't realize there was a Spanish language page. Thanks!

Daniel Costantino

Principal Associate

Jarrett Walker + Associates

"Let's think about transit"

[971.277.3629](tel:971.277.3629)

daniel@jarrettwalker.com

www.jarrettwalker.com

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Regards,

Dave Davis

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210 Koster St
Madison, WI 53713
608 257-3305

From: [Rusch, Mick](#)
To: [Daniel Costantino](#)
Cc: [Metro Redesign](#)
Subject: RE: Draft Network Plan Redesign Survey?
Date: Friday, February 18, 2022 12:02:34 PM

No worries. I added the Spanish link to the English page as well.

From: Daniel Costantino
Sent: Friday, February 18, 2022 11:57 AM
To: Rusch, Mick
Cc: Metro Redesign
Subject: Re: Draft Network Plan Redesign Survey?

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

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Regards,

Dave Davis

--

Dave Davis
210 Koster St
Madison, WI 53713
608 257-3305

From: [Dave Watts](#)
To: [Metro Redesign](#)
Cc: [Benford, Brian](#)
Subject: Elimination of bus service to my neighborhood
Date: Friday, February 18, 2022 2:29:17 PM

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

>

>

> I noticed that you eliminated route 38 from the redesign map. Sad to see it go is so many people in my neighborhood work at the University and the hospital. I hope you will reconsider. Especially since it appears you poured cement slabs on some peoples terraces recently. I wrongly assumed that the bus would still be going through my neighborhood once that happened. I am copying my alderperson on this email so he knows where I stand. And from the emails flying around the neighborhood email list it appears I am not alone In wanting the bus service to continue. The bus I would now have to walk to doesn't even go to the Square!

>

From: [M Koch](#)
To: [Metro Redesign](#)
Subject: Park and ride with new bus plan
Date: Friday, February 18, 2022 8:02:41 PM

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

I currently park at north transfer point and ride 2 or 28 to campus.
Route X look possible but where would there be a park and ride in the north Sherman area? I don't want to walk several blocks in the dark in winter or in bad weather.

Thank you
Marie Koch

Marie K
[Sent from Yahoo Mail for iPhone](#)

From: [Bill Jolin](#)
To: [Cechvala, Michael](#); [Foster, Grant](#)
Cc: [Metro Redesign](#)
Subject: Re: Bus
Date: Saturday, February 19, 2022 7:34:14 AM
Attachments: null

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

First and East Washington is one of the busiest car traffic intersections in the city - four lanes in one direction and six in the other- and you've set up what looks like the major bus transfer point of the town right there, pouring pedestrians across all those lanes. What accommodations are you making for their safety? Properties on all four corners practically edge the sidewalks.

I get it that frequency is 'huge' but this plan looks inconvenient and dangerous too.
Bill

On 2/14/2022 9:48 AM, Cechvala, Michael wrote:

Bill, thank you for your question. Improving frequency on transit is central to lower transit travel times and improving ridership. In the case of many peoples' bus trips, waiting for the bus is the longest part of the trip. If the bus comes every 30 minutes, you'll wait on average 15 minutes, but really anywhere between 0 and 30 minutes. By improving frequency to every 15 minutes, you'll wait on average 7.5 minutes, but really anywhere between 0 and 15, so the variability is also reduced. Frequent service also makes it easier to connect with other routes, especially if they are both running frequently, and if you miss your bus or don't know the schedule, you won't be waiting outside for an unacceptable amount of time.

There's more from our consultant's blog about why frequency is important here: <https://humantransit.org/basics/the-transit-ridership-recipe/#frequency>

I hope this helps.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Foster, Grant
Sent: Thursday, February 10, 2022 7:29 AM
To: Bill Jolin
Cc: Cechvala, Michael
Subject: Re: Bus
Hi, Bill.

I've copied Mike Cechvala from the planning team that can help explain the thinking on prioritizing higher frequency service and it's impact on accessibility for riders.

Grant Foster
District 15 Alder
Madison Common Council
608-285-2519
<https://www.cityofmadison.com/council/district15/blog/>

From: Bill Jolin <billjolin@att.net>
Sent: Thursday, February 10, 2022 7:20
To: Foster, Grant
Subject: Re: Bus

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

Thanks for your message Foster,

What's up with 15 minute buses as a selling point? If you ride them much, you know the buses are only even close to full at rush hours. That won't change. I've been hearing this frequency demand for years, always from people who moved here from big cities, whining because it isn't like Boston.

Just who is supposed to be benefiting from these changes?

Bill

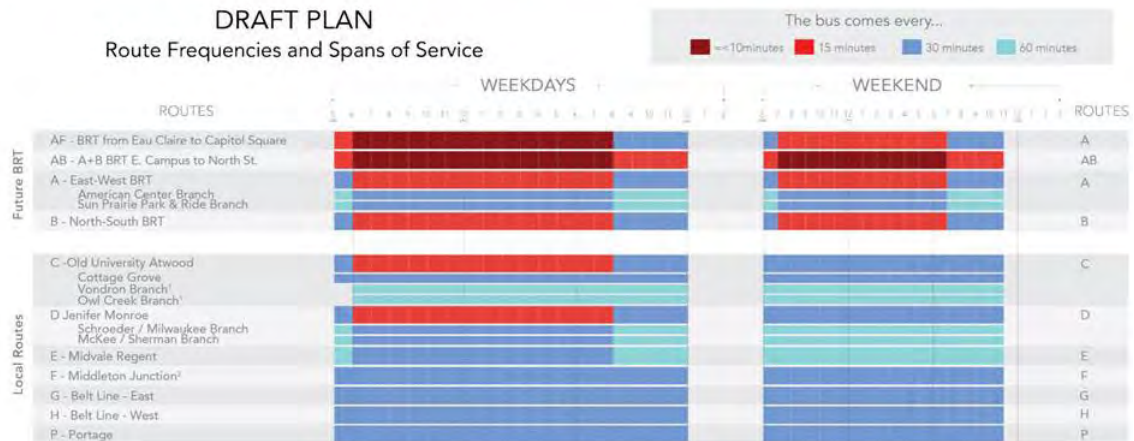
On 2/10/2022 6:12 AM, Foster, Grant wrote:

Hi, Bill. Thanks for writing in!

Yes, the proposed change would have the Atwood line (Line C) continue out on Cottage Grove Road instead of heading up to the current East Transfer Point by Woodmans. To reach those destinations you would need to transfer to the G or D that go past Woodmans/Post Office. On the other hand, the new route would give you a direct trip to Pinney library. The biggest change that's not obvious looking at the map is that this C line would have much more frequent service than what exists today. This would be one of the mainline routes with service every 15 minutes between 6a and 8p on weekdays and every 30 minutes nights and weekends. You can see more details about that in the plan document on page on page 7.

I'm organizing a public meeting for our part of town with staff soon, so there will be a good opportunity to ask questions and provide feedback then as well. Thanks again for writing in!

Proposed Service Levels by Time of Day



Grant Foster
 District 15 Alder
 Madison Common Council
 608-285-2519
<https://www.cityofmadison.com/council/district15/blog/>

From: Bill Jolin
Sent: Wednesday, February 9, 2022 17:43
To: Foster, Grant
Subject: Bus

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

Hello Alderman Foster,
 Good luck with new territory and constituencies. I appreciate the work the council does.

A card with your address came today on Willard Ave., and I am writing about the bus changes. As proposed, (If I am seeing the map correctly) the Atwood Ave buses that I now use won't take me to Woodmans and the Post Office, and points east and north. Much longer walks to catch a bus and get anywhere. Not an improvement.

Bill Jolin
 2306 Willard Ave
 242-0712

From: [Bill Jolin](#)
To: [Cechvala, Michael](#); [Foster, Grant](#)
Cc: [Metro Redesign](#)
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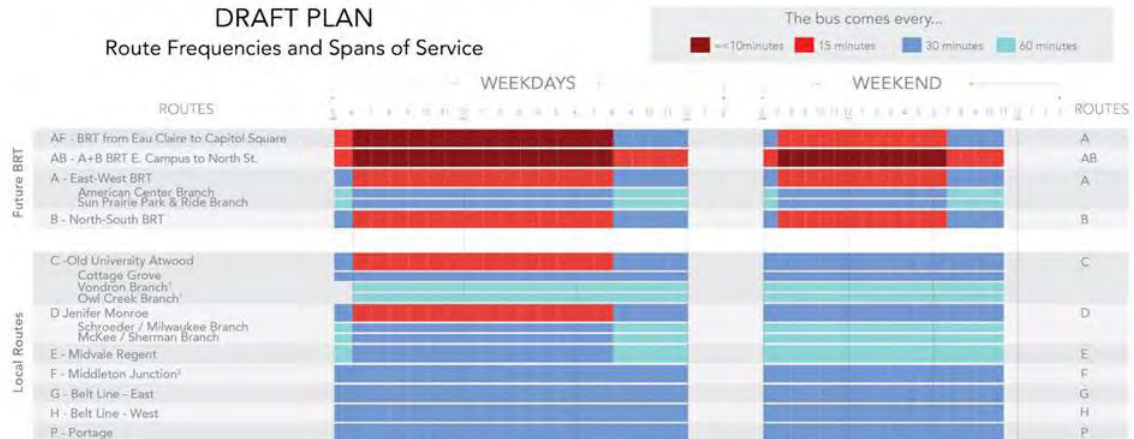
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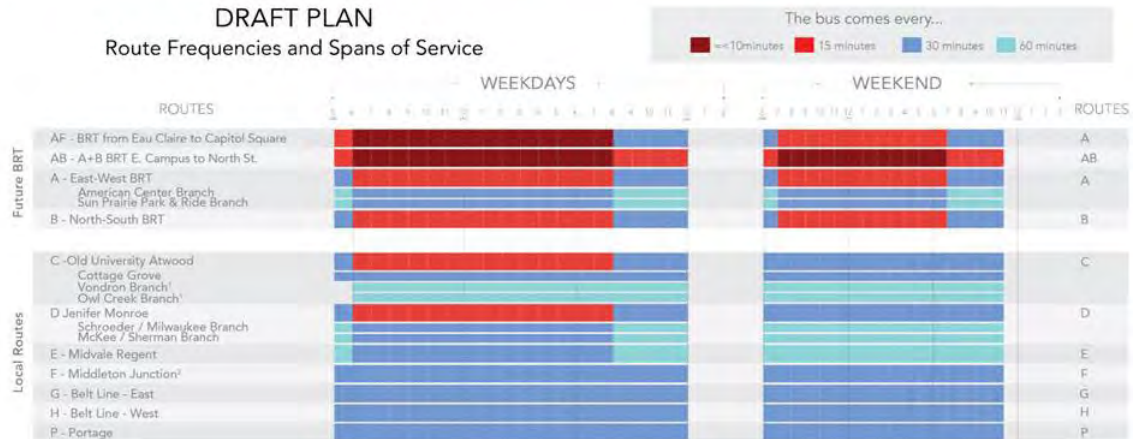
On 2/10/2022 6:12 AM, Foster, Grant wrote:

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Yes, the proposed change would have the Atwood line (Line C) continue out on Cottage Grove Road instead of heading up to the current East Transfer Point by Woodmans. To reach those destinations you would need to transfer to the G or D that go past Woodmans/Post Office. On the other hand, the new route would give you a direct trip to Pinney library. The biggest change that's not obvious looking at the map is that this C line would have much more frequent service than what exists today. This would be one of the mainline routes with service every 15 minutes between 6a and 8p on weekdays and every 30 minutes nights and weekends. You can see more details about that in the plan document on page on page 7.

I'm organizing a public meeting for our part of town with staff soon, so there will be a good opportunity to ask questions and provide feedback then as well. Thanks again for writing in!

Proposed Service Levels by Time of Day



Grant Foster
District 15 Alder
Madison Common Council
608-285-2519
<https://www.cityofmadison.com/council/district15/blog/>

From: Bill Jolin
Sent: Wednesday, February 9, 2022 17:43
To: Foster, Grant
Subject: Bus

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

Hello Alderman Foster,
Good luck with new territory and constituencies. I appreciate the work the council does.

A card with your address came today on Willard Ave., and I am writing about the bus changes. As proposed, (If I am seeing the map correctly) the Atwood Ave buses that I now use won't take me to Woodmans and the Post Office, and points east and north. Much longer walks to catch a bus and get anywhere. Not an improvement.

Bill Jolin
2306 Willard Ave
242-0712

From: [Brian Hanneman](#)
To: [Metro Redesign](#)
Subject: Draft route H should be off of Reetz Rd
Date: Sunday, February 20, 2022 10:15:26 AM

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To who it may concern,

Looking at the proposed draft route H, to have it loop from the Badger Frontage Road around thru Reetz Road, instead of going directly to Raymond Road, is extremely ill advised. The neighborhood has greatly welcomed buses being off Reetz finally, the last few years and will firmly resist its attempt to return to that street. Ridership is non-existent on that street as demographics have changed over the past decades and what little there is can catch the bus on Raymond Road. The added time and gas spent circling to catch Reetz isn't a feasible financial move. The majority of the street doesn't have sidewalks and people walk with dogs into the street. So buses would be greatly slowed and people won't be traveling fast to get out of the way or the hazards of cars backing out into a tight street.

The ones who looked to include Reetz in this draft, probably feel obligated since they put a few wheelchair telepads along the road a few years ago, but trying to correct a wrong thru this re-design is not the way to go. In the future, you should be expanding corners that are already widen for wheelchair accessibility for bus stops instead of creating these present monstrosities in the middle of peoples' lawns to fit an outdated criteria. Presently, if a builder wants to construct a housing unit that caters to wheelchair accessible tenants, they're stuck if they're a street over from one of those wheelchair telepads, if metro is locked into those spots for bus stops. An expanded corner for wheelchair accessibility is much more nimble for the city, if the have to move a bus stop over a block, street, etc. It would be much less expensive for an expanded corner than these present sizable constructions.

This will be on the Orchard Ridge Neighborhood Board agenda tonight and judging by the fallout heard so far, will be voted to be in opposition to having Reetz Road included in the Route H bus route.

Sincerely yours,

Brian Hanneman
Orchard Ridge Association Board Member

Sent from my iPhone

From: [Jen Ahlstrom](#)
To: [Chaney Austin, Brian](#); [Foster, Grant](#)
Cc: [Callaway, Renee](#); [Mayor](#); [Metro Redesign](#); [Tao, Yang](#); [Winter, Mark](#); [Vision Zero](#)
Subject: Re: Ped Bike Improvement Request - Atwood/Waubesa
Date: Sunday, February 20, 2022 11:21:13 AM

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I ask, as with the new density - on Fair Oaks, Milwaukee, Cottage Grove and East Washington (Ellas Deli location) all increasing traffic in the neighborhood AND the changes to the proposed bus route - this all impacts this bus stop and pedestrian crossing.

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Thank you!

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From: Jen Ahlstrom <jen.ahlstrom@gmail.com>

Sent: Thursday, February 3, 2022 14:10

To: Metro Redesign; Foster, Grant; Callaway, Renee; Tao, Yang; Winter, Mark; Mayor; Vision Zero

Subject: Fwd: Ped Bike Improvement Request - Atwood/Waubesa

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Renee Callaway

Pedestrian Bicycle Administrator

(she/her/hers)

City of Madison Traffic Engineering

Madison Municipal Building Suite 109

[215 Martin Luther King Jr Blvd](#)

[Madison WI 53703](#)

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From: [Jen Ahlstrom](#)
To: [Chaney Austin, Brian](#); [Foster, Grant](#)
Cc: [Callaway, Renee](#); [Mayor](#); [Metro Redesign](#); [Tao, Yang](#); [Winter, Mark](#); [Vision Zero](#)
Subject: Re: Ped Bike Improvement Request - Atwood/Waubesa
Date: Sunday, February 20, 2022 11:21:14 AM

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

Hi All!

Given that this intersection is the on the Safe Streets Madison recommended but on hold projects until after construction on Miller (2023), what temporary improvements are going to be put in place over the next months- year (better street lighting, larger painted crossing, in road ped crossing Signage - like at Williamson and Few?, more traffic enforcement at peak evening rush hour?)

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Thank you!

Jen

On Thu, Feb 3, 2022 at 9:55 PM Foster, Grant <district15@cityofmadison.com> wrote:

Hi, Jen.

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Grant Foster
District 15 Alder
Madison Common Council
608-285-2519

<https://www.cityofmadison.com/council/district15/blog/>

From: Jen Ahlstrom <jen.ahlstrom@gmail.com>

Sent: Thursday, February 3, 2022 14:10

To: Metro Redesign; Foster, Grant; Callaway, Renee; Tao, Yang; Winter, Mark; Mayor; Vision Zero

Subject: Fwd: Ped Bike Improvement Request - Atwood/Waubesa

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Otherwise I think overall it's a good plan route wise overall!

Thanks!

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To: Jen Ahlstrom <jen.ahlstrom@gmail.com>

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Grant Foster
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From: Jen Ahlstrom <jen.ahlstrom@gmail.com>
Sent: Monday, November 8, 2021 18:22
To: Foster, Grant
Subject: Fwd: Ped Bike Improvement Request - Atwood/Waubesa

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From: **Jen Ahlstrom** <jen.ahlstrom@gmail.com>
Date: Sat, Jul 10, 2021 at 7:19 AM
Subject: Re: Ped Bike Improvement Request - Atwood/Waubesa
To: Callaway, Renee <ReCallaway@cityofmadison.com>
CC: Benford, Brian <district6@cityofmadison.com>, Tao, Yang <YTao@cityofmadison.com>, Winter, Mark <MWinter@cityofmadison.com>

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Thanks,

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Thanks,

Renee

Renee Callaway

Pedestrian Bicycle Administrator

(she/her/hers)

City of Madison Traffic Engineering

Madison Municipal Building Suite 109

[215 Martin Luther King Jr Blvd](#)

[Madison WI 53703](#)

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From: [Curran Riley](#)
To: [Metro Redesign](#)
Subject: Question about routes that are "peak period" only service
Date: Sunday, February 20, 2022 6:47:16 PM

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

To whom it may concern,

I am looking for clarification about peak period service routes in the Madison Metro draft plan. In particular route Y (I currently ride route 15).

How frequently will routes that are peak period run and what is meant by peak periods? I have reviewed the draft plan but can not find these details. Is it known at this time or is it to be determined at a later date?

My neighbors are concerned about the loss of route 15 but knowing route Y will run as frequently during peak hours (and what is meant by peak hours) would be reassuring.

Thank you,

Curran Riley
curran.riley@me.com

From: [Charlie Bates](#)
To: [Metro Redesign](#)
Subject: Madison Metro Draft Network Plan
Date: Monday, February 21, 2022 7:55:34 AM

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

Can you provide estimated travel times for the proposed Draft Network Plan? Specifically travel between:
Milwaukee/Walter (D1) or Milwaukee/Dempsey (H)

and

Watts/McKenna stop (D1, H)

The map doesn't provide enough information to know whether the proposed routes will be faster than the current route.

Thank you for your prompt attention to this request.

Charlie Bates

From: [Cechvala, Michael](#)
To: ["Bill Jolin"; Foster, Grant](#)
Cc: [Metro Redesign](#)
Bcc: [Rusch, Mick](#)
Subject: RE: Bus
Date: Monday, February 21, 2022 12:38:28 PM

Hi Bill, there are several bits of information I can add:

- You're correct that First and East Wash is a busy intersection and there will be some transferring here where routes cross. This is on our radar and we're investigating how to make it work the best it can. Generally people will walk between bus stops on First Street, either north or south of the intersection, and the median BRT platform on the southwest side of the intersection.

- The new development on the west corner of the intersection will add wide sidewalks fronting East Wash and First.

- Generally people will use the crosswalks, push buttons, and pedestrian walk / don't walk signals that are already there to cross the street.

- To help the intersection and corridor overall, we've lowered speed limits from 35 to 30, and there will only be two travel lanes in each direction most of the time.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Bill Jolin <billjolin@att.net>
Sent: Saturday, February 19, 2022 7:34 AM
To: Cechvala, Michael <MCechvala@cityofmadison.com>; Foster, Grant <district15@cityofmadison.com>
Cc: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: Re: Bus

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First and East Washington is one of the busiest car traffic intersections in the city - four lanes in one direction and six in the other- and you've set up what looks like the major bus transfer point of the town right there, pouring pedestrians across all those lanes. What accommodations are you making for their safety? Properties on all four corners practically edge the sidewalks.

I get it that frequency is 'huge' but this plan looks inconvenient and dangerous too.

Bill

On 2/14/2022 9:48 AM, Cechvala, Michael wrote:

Bill, thank you for your question. Improving frequency on transit is central to lower transit travel times and improving ridership. In the case of many peoples' bus trips, waiting for the bus is the longest part of the trip. If the bus comes every 30 minutes, you'll wait on average 15 minutes, but really anywhere between 0 and 30 minutes. By improving frequency to every 15 minutes, you'll wait on average 7.5 minutes, but really anywhere between 0 and 15, so the variability is also reduced. Frequent service also makes it easier to connect with other routes, especially if they are both running frequently, and if you miss your bus or don't know the schedule, you won't be waiting outside for an unacceptable amount of time.

There's more from our consultant's blog about why frequency is important here: <https://humantransit.org/basics/the-transit-ridership-recipe/#frequency>

I hope this helps.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Foster, Grant
Sent: Thursday, February 10, 2022 7:29 AM
To: Bill Jolin
Cc: Cechvala, Michael
Subject: Re: Bus

Hi, Bill.

I've copied Mike Cechvala from the planning team that can help explain the thinking on prioritizing higher frequency service and it's impact on accessibility for riders.

Grant Foster

District 15 Alder

Madison Common Council

608-285-2519

<https://www.cityofmadison.com/council/district15/blog/>

From: Bill Jolin <billjolin@att.net>
Sent: Thursday, February 10, 2022 7:20
To: Foster, Grant
Subject: Re: Bus

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Thanks for your message Foster,

What's up with 15 minute buses as a selling point? If you ride them much, you know the buses are only even close to full at rush hours. That won't change. I've been hearing this frequency demand for years, always from people who moved here from big cities, whining because it isn't like Boston.

Just who is supposed to be benefiting from these changes?

Bill

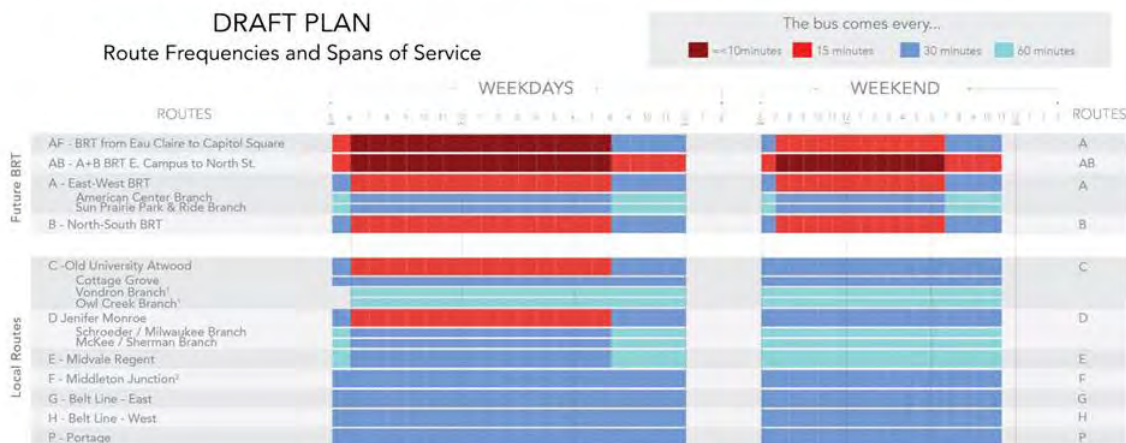
On 2/10/2022 6:12 AM, Foster, Grant wrote:

Hi, Bill. Thanks for writing in!

Yes, the proposed change would have the Atwood line (Line C) continue out on Cottage Grove Road instead of heading up to the current East Transfer Point by Woodmans. To reach those destinations you would need to transfer to the G or D that go past Woodmans/Post Office. On the other hand, the new route would give you a direct trip to Pinney library. The biggest change that's not obvious looking at the map is that this C line would have much more frequent service than what exists today. This would be one of the mainline routes with service every 15 minutes between 6a and 8p on weekdays and every 30 minutes nights and weekends. You can see more details about that in the plan document on page on page 7.

I'm organizing a public meeting for our part of town with staff soon, so there will be a good opportunity to ask questions and provide feedback then as well. Thanks again for writing in!

Proposed Service Levels by Time of Day



Grant Foster
District 15 Alder
Madison Common Council
608-285-2519
<https://www.cityofmadison.com/council/district15/blog/>

From: Bill Jolin
Sent: Wednesday, February 9, 2022 17:43
To: Foster, Grant
Subject: Bus

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Hello Alderman Foster,
Good luck with new territory and constituencies. I appreciate the work the council does.

A card with your address came today on Willard Ave., and I am writing about the bus changes. As proposed, (if I am seeing the map correctly) the Atwood Ave buses that I now use won't take me to Woodmans and the Post Office, and points east and north. Much longer walks to catch a bus and get anywhere. Not an improvement.

Bill Jolin
2306 Willard Ave
242-0712

From: [Lake Edge Neighborhood Association](#)
To: [Metro Redesign](#)
Subject: Metro presenter at an upcoming Lake Edge Neighborhood Association meeting
Date: Monday, February 21, 2022 1:27:45 PM

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

Hi,

LENA would love an update on our bus service & bus service changes in general sometime this spring.

Our next two meetings are Monday, March 21, 6:30pm and Monday, April 18, 6:30pm.

Ideally there would be a 15-20 minute presentation with 10 to 15 minutes worth of questions.

Would either of those dates work for your team?

Thanks,

Liz Dannenbaum, president, LENA

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Follow us on Facebook: [Lake Edge Neighborhood Association](#) and check out our [website!](#)

You can also follow us on Instagram: [lakeedgeneighborhood](#)

<https://www.instagram.com/lakeedgeneighborhood/>

If you are no longer a resident in the neighborhood or you do not wish to receive further communications from the association, kindly reply with "Unsubscribe" to this email.

From: [Cathy Young](#)
To: [Metro Transit](#)
Subject: Re: Metro Rider Updates
Date: Monday, February 21, 2022 1:35:55 PM

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

I live at 523 D'Onofrio Drive, and rely on the bus to get to work (728 State Street).

How will my bus service change?

Cathy Young

Memorial Library

Access Services

Room 166

728 State Street

From: Metro Transit

Sent: Friday, February 18, 2022 5:35 PM

To: Cathy Young

Subject: Metro Rider Updates

Madison, WI 53706-1418

[View this email in your browser](#)



Primary Office Phone: 608/262-2423



Metro Rider Updates

February 18, 2022

Take Our Survey!

Give us your feedback! Over the next few months, staff will be analyzing feedback on Metro's Draft Network Plan and making adjustments. Survey will be available until the end of April.

[Survey \(English\)](#)

[Survey \(Spanish\)](#)

Network Redesign Draft Plan Available Now

Review Metro's draft Transit Network Redesign Plan to learn more about a proposed complete restructure of service in 2023.

This draft plan is designed toward the ridership goal. The plan focuses on fewer routes that are more direct and frequent, while providing coverage where it is needed most.

[Draft Plan \(PDF\)](#)

You can also provide feedback by emailing MetroRedesign@cityofmadison.com, or joining us at upcoming meetings.

[Transit Network Redesign Webpage](#)

Community Meeting - Draft Network Redesign Plan

Thursday, February 24 - 6:00 pm
Virtual on Zoom

Attend a community wide meeting to learn more about Metro's draft network redesign plan expected to go into effect in 2023

[Zoom Meeting Link](#)

Join by Phone: 1-312-626-6799

Webinar ID: 810 2500 1890

Passcode: 887972

[More Upcoming Meetings](#)

We're hiring!

Metro is currently looking to fill a full-time Transit Maintenance Supervisor position. Take a look at the full job description online & consider applying today!

Last day to apply is March 1st.

[Full Details](#)



Face Masks Still Required to Ride

Even though Dane County's Face Covering Order is set to expire on 3/1, remember that masks are STILL required on Metro buses!

The Transportation Security Administration (TSA) is requiring all passengers and employees to wear face masks while utilizing all forms of public transit, including Metro Transit buses and paratransit vehicles.

The federal [order](#) has been extended into March 2022.

[Full Details](#)



Request for Proposal

Metro is requesting proposals for an account-based fare collection system and marketing/PR firm. See full details below:

- [Fare Collection System](#)
- [Marketing/ PR Firm](#)



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City of Madison

210 Martin Luther King Jr. Blvd.
Madison, WI 53703

City of Madison Metro Transit

1245 E. Washington Ave., Suite 201
Madison, WI 53703

[Unsubscribe from all email lists](#)

From: [Cathy Young](#)
To: [Metro Redesign](#)
Subject: How will my bus service change?
Date: Monday, February 21, 2022 1:40:08 PM

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

I live at 523 D'Onofrio Drive, and rely on the bus to get to work (728 State Street).

How will my bus service change?

Cathy Young
Memorial Library
Access Services
Room 166
728 State Street
Madison, WI 53706-1418
Primary Office Phone: 608/262-2423

From: [Jay Fleisher](#)
To: [Metro Redesign](#)
Subject: Will there still be Direct service from Sheboygan Ave. to University Hospital?
Date: Monday, February 21, 2022 5:08:54 PM

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

Will there still be Direct service from Sheboygan Ave. to University Hospital?

I ask because according to the Draft Design, it looks like all bus routes that serve Sheboygan Ave. (A, F, and Y?) would use Campus Drive.

This would mean having to transfer or walk several blocks (not pleasant if weather is unpleasant).

--- *Jay Fleisher*

From: [Sarah Bahauddin](#)
To: [Metro Redesign](#)
Subject: Possible neighborhood meeting
Date: Monday, February 21, 2022 6:29:10 PM

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

Hello,

I am wondering if you'd be able to come to speak at a Vilas Neighborhood Association meeting to discuss the Metro Redesign. Our next most feasible meeting would be March 23rd at 7pm but we could discuss other dates/times if that doesn't work for you.

Thank you,

Sarah Bahauddin - Vilas Neighborhood Association President

From: [Jojo O'Brien](#)
To: [Metro Redesign](#)
Subject: Metro Transit Redesign Comments
Date: Monday, February 21, 2022 9:38:57 PM

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

Hello,

I'd like to start out by saying that I support BRT and the goals of the Metro Transit redesign. However, one thing that I have noticed is that residents in the Atwood and Eastmorland neighborhoods have a much less convenient route downtown by having to either head to the north side of the isthmus, or transfer to BRT at First St. Transferring at First St to the BRT looks like it could take as long as 7.5 minutes, which is currently half of the current commute time from the Atwood neighborhood. Alternatively, instead of transferring at First St, you could continue on the C-route, and walk farther to the capitol. For those that work in the capitol, that may not be an issue, but many downtown jobs are on the south side of the capitol (State, County, and City office buildings), and adding 0.6 miles to get to/from Gorham St to work locations on the South side of the capitol would at least double the time to complete the 3-4 mile bus commute.

A reason that I chose to live in the SASY area is because I like alternative modes of transportation that would allow me to function in a single vehicle household and have the majority of my days with 0 vehicle miles traveled. I love that I can ride my bike to get downtown to work, or to common commercial districts, such as Monroe St or Williamson St. I am a rainy/cold weather bus rider so walking over 0.75 miles to get to work via the bus is significantly less appealing and I'll be less likely to use it in the future, especially with a stroller or small children. In addition to adding to commute times, crossing the C & D routes prevents access to the Williamson St commercial district via bus. This is especially problematic when looking at where childcare options and grocery stores are from the SASY neighborhood to downtown. Bus routes that only consider mobility related to employment, are part of a male-centric system. Women are more likely to need to stop at hubs to complete unpaid care tasks (child care centers, grocery stores, schools) and complete "chained trips." What considerations were made in the redesign process for women, particularly in relation to chained trips? I realize that women are not at the top of the list of disadvantaged riders that metro should be prioritizing, however, the transit network should be designed to be flexible to meet the needs of all its riders. Currently, uncollapsed strollers aren't even allowed on buses, even though [more progressive cities have begun allowing it](#).

I see a couple different options for addressing some of the issues I listed above:

1. Can you have a C-route that alternates overlapping with the D-route (following closer to the current 38 route)?
2. Can you bring the C-route onto the square?
3. Can you create a D-3 route that continues up Oakridge (or Atwood) and better connects Eastmorland?

Overall, I'd really like to have a bus option that allows me to get downtown efficiently, and is located so I can complete chained trips. Thank you for your consideration.

Best,

Jojo O'Brien

From: Bill Jolin
To: Cechvala, Michael; Foster, Grant
Cc: Metro Redesign
Subject: Re: Bus
Date: Tuesday, February 22, 2022 5:14:25 AM
Attachments: null

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

Mike,
Thank you for your message, and patient explanations. For myself, a regular bus user (no car) to the square, Woodmans and the post office, and the East Towne area, this plan is not safer or faster or more convenient. Maybe for others it will be.
Bill

On 2/21/2022 12:38 PM, Cechvala, Michael wrote:

Hi Bill, there are several bits of information I can add:
- You're correct that First and East Wash is a busy intersection and there will be some transferring here where routes cross. This is on our radar and we're investigating how to make it work the best it can. Generally people will walk between bus stops on First Street, either north or south of the intersection, and the median BRT platform on the southwest side of the intersection.
- The new development on the west corner of the intersection will add wide sidewalks fronting East Wash and First.
- Generally people will use the crosswalks, push buttons, and pedestrian walk / don't walk signals that are already there to cross the street.
- To help the intersection and corridor overall, we've lowered speed limits from 35 to 30, and there will only be two travel lanes in each direction most of the time.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Bill Jolin <billjolin@att.net>
Sent: Saturday, February 19, 2022 7:34 AM
To: Cechvala, Michael <MCechvala@cityofmadison.com>; Foster, Grant <district15@cityofmadison.com>
Cc: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: Re: Bus

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First and East Washington is one of the busiest car traffic intersections in the city - four lanes in one direction and six in the other- and you've set up what looks like the major bus transfer point of the town right there, pouring pedestrians across all those lanes. What accommodations are you making for their safety? Properties on all four corners practically edge the sidewalks.

I get it that frequency is 'huge' but this plan looks inconvenient and dangerous too.
Bill

On 2/14/2022 9:48 AM, Cechvala, Michael wrote:

Bill, thank you for your question. Improving frequency on transit is central to lower transit travel times and improving ridership. In the case of many peoples' bus trips, waiting for the bus is the longest part of the trip. If the bus comes every 30 minutes, you'll wait on average 15 minutes, but really anywhere between 0 and 30 minutes. By improving frequency to every 15 minutes, you'll wait on average 7.5 minutes, but really anywhere between 0 and 15, so the variability is also reduced. Frequent service also makes it easier to connect with other routes, especially if they are both running frequently, and if you miss your bus or don't know the schedule, you won't be waiting outside for an unacceptable amount of time.

There's more from our consultant's blog about why frequency is important here: <https://humantransit.org/basics/the-transit-ridership-recipe/#frequency>

I hope this helps.
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Foster, Grant
Sent: Thursday, February 10, 2022 7:29 AM
To: Bill Jolin
Cc: Cechvala, Michael
Subject: Re: Bus
Hi, Bill.

I've copied Mike Cechvala from the planning team that can help explain the thinking on prioritizing higher frequency service and it's impact on accessibility for riders.

Grant Foster
District 15 Alder
Madison Common Council
608-285-2519
<https://www.cityofmadison.com/council/district15/blog/>

From: Bill Jolin <billjolin@att.net>
Sent: Thursday, February 10, 2022 7:20
To: Foster, Grant
Subject: Re: Bus

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

Thanks for your message Foster,

What's up with 15 minute buses as a selling point? If you ride them much, you know the buses are only even close to full at rush hours. That won't change. I've been hearing this frequency demand for years, always from people who moved here from big cities, whining because it isn't like Boston.

Just who is supposed to be benefiting from these changes?

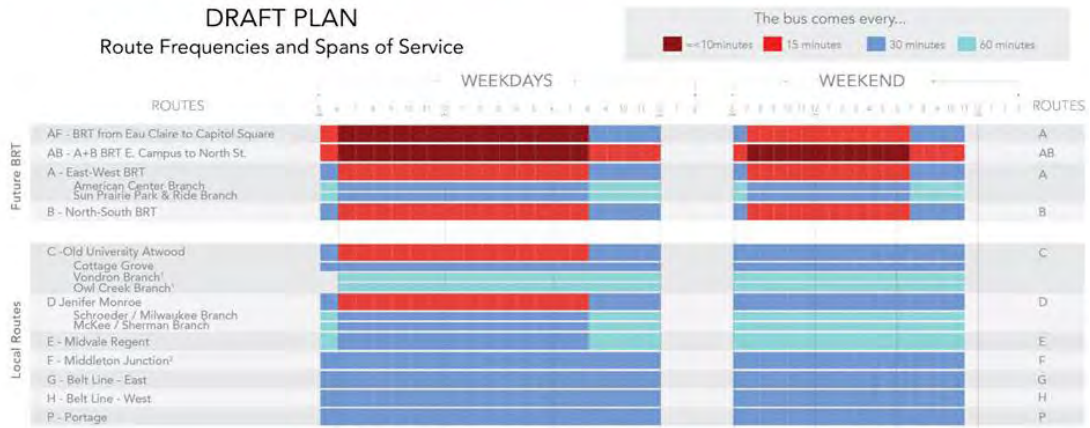
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Proposed Service Levels by Time of Day



Grant Foster
 District 15 Alder
 Madison Common Council
 608-285-2519
<https://www.cityofmadison.com/council/district15/blog/>

From: Bill Jolin
Sent: Wednesday, February 9, 2022 17:43
To: Foster, Grant
Subject: Bus

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Hello Alderman Foster,
 Good luck with new territory and constituencies. I appreciate the work the council does.

A card with your address came today on Willard Ave., and I am writing about the bus changes. As proposed, (If I am seeing the map correctly) the Atwood Ave buses that I now use won't take me to Woodmans and the Post Office, and points east and north. Much longer walks to catch a bus and get anywhere. Not an improvement.

Bill Jolin
 2306 Willard Ave
 242-0712

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Cc: Metro Redesign
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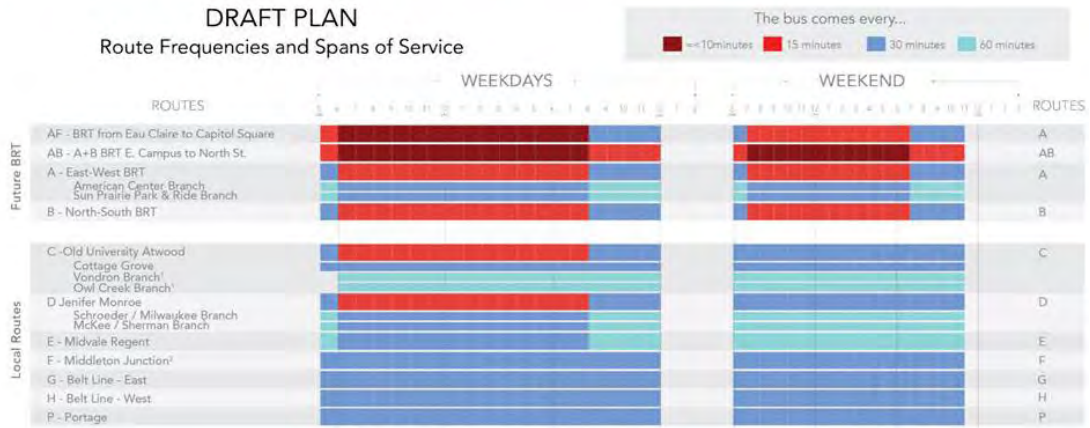
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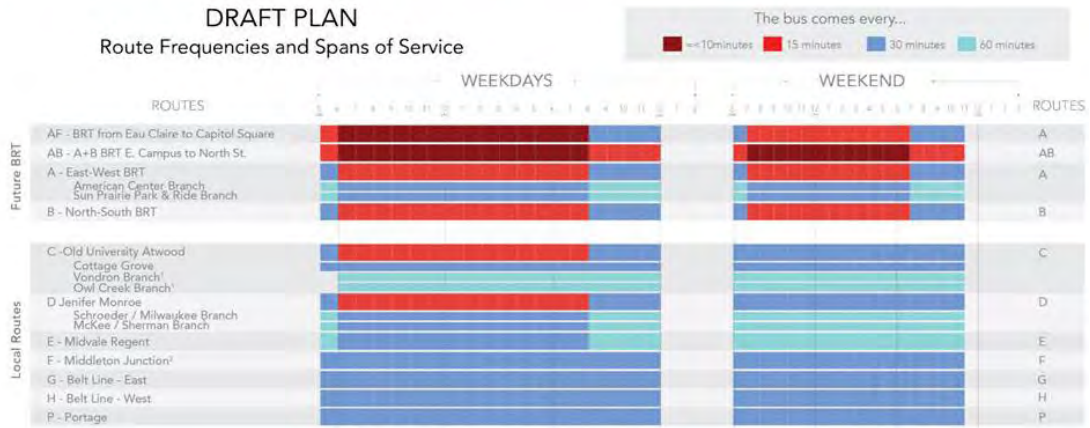
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Bill Jolin
 2306 Willard Ave
 242-0712

From: [Gayle Ihlenfeld](#)
To: [Metro Redesign](#)
Subject: Bus routes
Date: Tuesday, February 22, 2022 10:07:54 AM

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

I have looked over the proposed bus route changes and I am quite upset that we will no longer have bus service in the Cherokee neighborhood. So many of us, especially our youth, rely on those buses. It looks like the whole north side loses with this plan. With so much concern for our environment why are you cutting back on mass transit options? Under this plan many kids who could have taken the bus will now have to be driven around by parents or others. Please reconsider and restore our bus service!

Gayle Ihlenfeld

From: [Katie O'Duffy](#)
To: [Metro Redesign](#)
Subject: Include more transportation options to the Northside
Date: Tuesday, February 22, 2022 10:19:20 AM

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

Hello-

Please consider offering more options for routes on the Northside of Madison. It tends to be a neglected part of town with many middle to lower income families that deserve options for transportation. With 4 elementary schools and a middle school it is important to offer transportation for families and substitute teachers to have access to the schools via transportation.

Thanks for your consideration,
Katie O'Duffy

From: [Cechvala, Michael](#)
To: [Abbas, Syed](#)
Cc: [geri marsh](#); [URBAN ASSETS LLC](#); [Metro Redesign](#)
Bcc: [Florencio-Morales, Delfina](#)
Subject: RE: Madison Metro redesign
Date: Tuesday, February 22, 2022 10:43:55 AM

Hi Geri, thank you for your questions.

1. The vast majority of these trips will be accommodated with the Draft Network Plan. For example, people going to Woodmans or the post office on Milwaukee Street would transfer to Route D1 rather than Route 17 as they currently do. People going to Pick 'n Save will use Route B, which will have bus stops on the ramps on Packers Ave at Aberg. We will build a new sidewalk connecting these bus stops to the sidewalks leading to the Pick 'n Save. That walk will be comparable to the walk from the East Transfer Point to Woodman's. While the service will not be at the front door of Pick 'n Save like Route 17 currently is, the short Walk to Packers will be faster and more convenient for most people compared to waiting for Route 17 and possibly missing a transfer at the North Transfer Point. Route B will run twice as often as existing routes in the area, every 15 minutes, so most people will not spend as long waiting for the bus as they currently do, and if they miss the bus, there will be another one coming relatively soon.
2. Middle and High school Supplemental Schoolday service is not affected by the Transit Network Redesign project. We regularly collaborate with the school dist
3. We are investigating how the new route structure will affect the paratransit boundary. All of the places you mentioned will be served by fixed-route transit as well as paratransit.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Abbas, Syed
Sent: Tuesday, February 22, 2022 9:46 AM
To: Cechvala, Michael
Cc: [geri marsh](#) ; [URBAN ASSETS LLC](#)
Subject: Fw: Madison Metro redesign
Hi Mike,

Could you please address Geri's concerns below.

Thanks
Syed

President Common Council
Alder Syed Abbas, City of Madison, District 12

[District 12 Website Signup for District 12 emails](#)
[Contact: 608-572-6984](#)

From: [geri marsh](#) <gerimarsh57@gmail.com>
Sent: Tuesday, February 22, 2022 4:12 AM

To: Abbas, Syed

Subject: Madison Metro redesign

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

I was going to be at this meeting virtually on February 24, but I can not.

I have three questions.

1. What happens to people living or doing business where they want to eliminate bus bus services or bus stops, like Woodmans, laundromat, post office, Pick and Save and other businesses?
2. What will happen to bus stop or bus service for kids that attend the middle or high schools, like Blackhawk and other schools which would use the Madison Metro school bus services?
3. What would happen to people using the Madison Metro Paratransit services who live, work, or do business in the areas bus stop or services are eliminated, Woodmans, Pick n Save, Dept Vocational Rehabilitation Center and businesses in the areas?

These ares are way too important to eliminate the services to.

From: [Kelly Miller](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); mbottari@coityofmadison.com; [Lynch, Thomas](#)
Cc: [Kristi Ziegler](#); [Renee Kennedy](#)
Subject: Madison Metro Proposed Bus Changes
Date: Tuesday, February 22, 2022 10:49:07 AM
Attachments: [image003.png](#)
[Madison metro.pdf](#)

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

Good morning,

I am reaching out on behalf of Kristi Ziegler, VP of Front End Operations at Sheridan-WI. Please see attached letter regarding our concerns about the proposed changes on the the Madison Metro Bus Line.

Please contact Kristi or me with any questions or concerns.

Thank you

Kelly Miller

HR Coordinator



Sheridan

2211 Fordem Avenue

Madison, WI 53704

Phone: 608-716-8769

Email: Kelly.miller@sheridan.com

www.sheridan.com

www.cjkgroup.com

From: [Kelly Miller](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); mbottari@coityofmadison.com; [Lynch, Thomas](#)
Cc: [Kristi Ziegler](#); [Renee Kennedy](#)
Subject: Madison Metro Proposed Bus Changes
Date: Tuesday, February 22, 2022 10:49:08 AM
Attachments: [image003.png](#)
[Madison metro.pdf](#)

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Please contact Kristi or me with any questions or concerns.

Thank you

Kelly Miller

HR Coordinator



Sheridan
2211 Fordem Avenue
Madison, WI 53704
Phone: 608-716-8769
Email: Kelly.miller@sheridan.com
www.sheridan.com
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Cc: [Kristi Ziegler](#); [Renee Kennedy](#); [Cechvala, Michael](#)
Subject: RE: Madison Metro Proposed Bus Changes
Date: Tuesday, February 22, 2022 10:50:39 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Thank you for your comments Kelly.

We will consider your needs as we make refinements to the planned network.

Tom

Tom Lynch PE PTOE PTP AICP (he/his)

Director of Transportation

City of Madison

Madison Municipal Bldg Suite 109

215 MLK Blvd. Madison, 53703

608 266 6546 office, 608 320 6161 cell

From: Kelly Miller

Sent: Tuesday, February 22, 2022 10:49 AM

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From: [Denise Olson](#)
To: [Metro Redesign](#)
Subject: Proposed Metro Transit
Date: Tuesday, February 22, 2022 10:51:29 AM

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

I would like to express my deepest concern over the new metro transit network design leave out Cherokee Park entirely. This is unacceptable. I know of several people/families in this area that rely on buses. Please reconsider adding some sort of route in Cherokee.

Sent from [Mail](#) for Windows

From: [Sharon Persich](#)
To: [Metro Redesign](#)
Subject: Comments on Draft Plan, Metro Restructure
Date: Tuesday, February 22, 2022 11:09:39 AM

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

As the former Metro Planning and Scheduling Manager (1989-2009) and long-time resident of the northside, currently the Cherokee neighborhood, I am quite surprised by the elimination of Route 21 and portions of the former Route 29 serving large sections of the area north of Northport. When we (Metro planning staff) redesigned and implemented the Transfer Point System, we retained the same level of coverage to all neighborhoods, including some expansion to new city growth areas, while adjusting frequencies based on usage and forcing coordinated transfers from neighborhood routes e.g. Route 21 to core city routes at the new transfer points.

I understand that much has likely changed in the past 12+ years since my association with Metro and would guess that covid may have had a negative effect on ridership levels. Thus, while I have no current knowledge of ridership levels in the areas served by Routes 21 and 29, I do know there are residents in this area that depend on the bus and are concerned with the proposed elimination of regular service.

Also, while I understand the importance of travel time in decisions to use transit and can see many benefits to the proposed redesign, I hope this is not being undertaken at the expense of traditional neighborhoods with historically sustainable transit usage and dependencies.

In closing, I hope there will be further discussion on the merits of completely eliminating service from the Route 21/29 service area or perhaps consideration of some alternative, non-fixed route solution suited to the demand profile in this area.

Thank you for the opportunity to comment.

Sharon Persich

From: [Kristi Ziegler](#)
To: [Lynch, Thomas](#); [Kelly Miller](#); [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); mbottari@coityofmadison.com
Cc: [Renee Kennedy](#); [Cechvala, Michael](#)
Subject: RE: Madison Metro Proposed Bus Changes
Date: Tuesday, February 22, 2022 11:10:44 AM
Attachments: [image006.png](#)
[image008.png](#)
[image001.png](#)
[image002.png](#)

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Thank you Tom, we are available for further discussion on our employee needs vs what is being proposed. We understand change is hard and sometimes necessary. Employment challenges are at an all time high, as you know. Recruitments and employee retention is also our top priority. Our facility was purchased over 4 years ago, our new owner decided to move all operations to our 2211 Fordem location because of the access to the Madison Metro bus line. This was a very conscious business decision. We appreciate your consideration to this very sensitive matter.

Kristi Ziegler

Vice President



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Same great company, new name.

From: Lynch, Thomas

Sent: Tuesday, February 22, 2022 10:51 AM

To: Kelly Miller ; Metro Redesign ; Myadze, Charles ; Abbas, Syed ; mbottari@coityofmadison.com

Cc: Kristi Ziegler ; Renee Kennedy ; Cechvala, Michael

Subject: RE: Madison Metro Proposed Bus Changes

Thank you for your comments Kelly.

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Tom

Tom Lynch PE PTOE PTP AICP (he/his)

Director of Transportation

City of Madison

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608 266 6546 office, 608 320 6161 cell

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To: "Kelly Miller"; [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); mbottari@coityofmadison.com; [Lynch, Thomas](#)
Cc: [Kristi Ziegler](#); [Renee Kennedy](#)
Subject: RE: Madison Metro Proposed Bus Changes
Date: Tuesday, February 22, 2022 11:19:33 AM
Attachments: [image001.png](#)

Thank you for your letter Kelly and Kristi. I'd like to know a little more about this, can you tell me more about the locations you're interested in? The Webcrafters building on Fordem and Sherman would be directly served by Route D2 with similar service levels to Route 2 which serves the area today. I may give you a call at the number below if that's ok.

Here is the draft plan map: https://www.cityofmadison.com/metro/documents/network-redesign/draftplan/DraftNetworkPlan_Map.pdf

Interactive: <https://www.google.com/maps/d/viewer?mid=1hxACBpVzY5J4A6T2CVinfdvQHPSGTQZr&ll=43.074577270269394%2C-89.412599499999998&z=11>

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Kelly Miller
Sent: Tuesday, February 22, 2022 10:49 AM
To: Metro Redesign ; Myadze, Charles ; Abbas, Syed ; mbottari@coityofmadison.com; Lynch, Thomas
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Email: Kelly.miller@sheridan.com
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From: janeke@tds.net
To: [Metro Redesign](#)
Subject: Please consider
Date: Tuesday, February 22, 2022 12:15:14 PM

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

Instead of cutting service to so many areas (i.e. Westmorland included), has the City considered using smaller sized buses at times and places where and when the number of riders is less? It is quite wasteful to see huge empty buses driving around with no passengers. There would be less pollution and money saved.

Thank you for your consideration. Jane

From: [Rusch, Mick](#)
To: [Metro Redesign](#)
Subject: screen reader report - redesign draft document
Date: Tuesday, February 22, 2022 12:30:04 PM
Attachments: [Acrobat Accessibility Report-metro-tnr.pdf](#)

Just an fyi, I asked our City IT people to check over the redesign document to see how screen reader friendly it was. Nathan's comments are below. A report is also attached.

Mick

From: Danielson, Nathan
Sent: Monday, February 21, 2022 2:37 PM
To: Rusch, Mick
Cc: Webadmin
Subject: RE: Assignment Created for Dev Team 1 - Edgerton Call ID: 00336270

Hi Mick,

I reviewed the Transit Network Redesign Draft Plan with a few tools – I didn't go in depth on each page, but found a few general items that can be addressed. I used a combination of Adobe's Accessibility Review Tool (which allows you to fix the majority of accessibility issues right in Adobe Acrobat Pro), JAWS and NVDA screen readers.

When using a screen reader with Acrobat Reader I had more luck navigating the document than I did when it was opened in Chrome, but both had issues.

I'm including the report created by Adobe's Accessibility Review Tool, which outlines the failed areas and links to explanations of each rule. I've noted a few of these below. As a resource, here is a good article about [PDFs and Accessibility](#) with steps on how to fix them.

Overview

- The document doesn't have a title
- The document isn't fully tagged, meaning there isn't a structure set for the document (headings, paragraphs, tables, etc.)
- Tab order isn't as expected in places
- Reading order not available
- Images or Figures missing alternative text. Acrobat gives you an option for noting that an image/figure is decorative – an example would be the icons on page 5).
- Some tables are represented by images in some places while tables are used in others. The non-image tables allow the data to be accessed, the images do not.
 - Tables don't have headers applied

Thank you,

Nathan

-----Original Message-----

From: IT Heat Service Account <IHeatServiceAccount@cityofmadison.com>

Sent: Friday, February 18, 2022 2:01 PM

To: IT Dev Team 1 <ITDevTeam1@cityofmadison.com>

Subject: Assignment Created for Dev Team 1 - Edgerton Call ID: 00336270

The attached call has been assigned to Dev Team 1 - Edgerton by SteveDullum

Customer: Michael Rusch

Phone Number: (608) 266-6532

Cell Phone:

Department: Metro Transit

Call ID: 00336270

Call Description: For the web team,

Would someone be able to help us determine if this document is able to be read on screen readers?

https://www.cityofmadison.com/metro/documents/network-redesign/draftplan/TransitNetworkRedesign_DraftPlanReport.pdf

Thank you.

Mick

[cid:image001.png@01D48E35.40650480]

Mick Rusch

Marketing & Customer Service Manager

P: (608) 266.6532

metro transit

1245 E. Washington Ave. Ste. 201

Madison, WI 53703

[mymetrobus.com](http://www.mymetrobus.com/)<<http://www.mymetrobus.com/>>

Assignment Notes:

Journal:

From: [Michael Comins](#)
To: [Metro Redesign](#)
Subject: Madison Metro Transit Redesign
Date: Tuesday, February 22, 2022 2:52:26 PM
Attachments: [image.png](#)

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

City of Madison:

Your redesign that states:

1. Expanded access
2. Reduce transit times

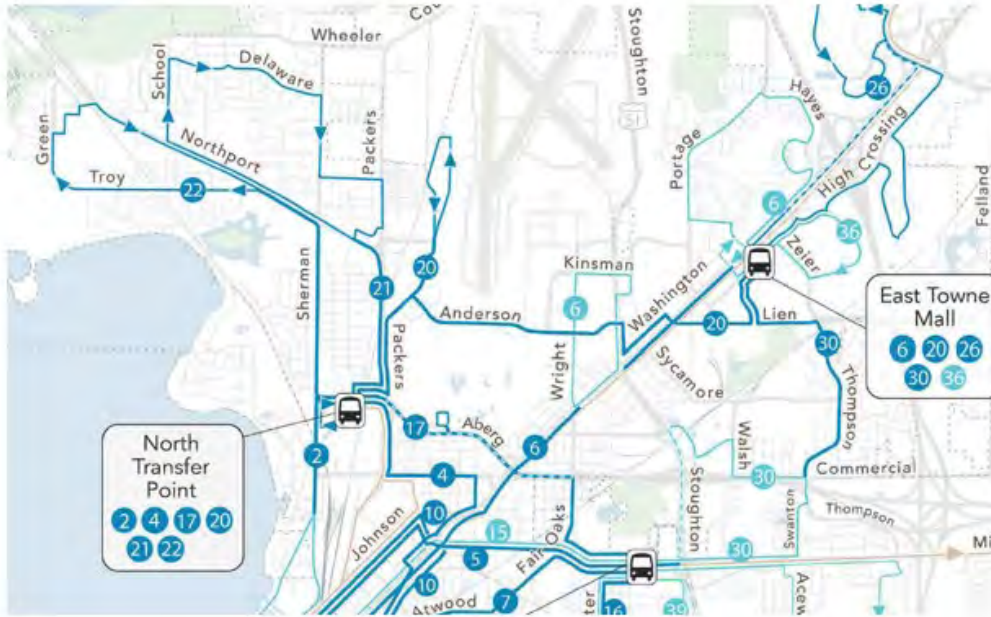
will leave the Northside neighborhoods out by themselves.

Eliminating route 21 that so many elderly individuals rely on, says the Mayor doesn't care about the North side of Madison. Adding a "Peak use" (RUSH HOUR) bus will do nothing for the majority of Northside riders who do not use the line during RUSH HOUR.

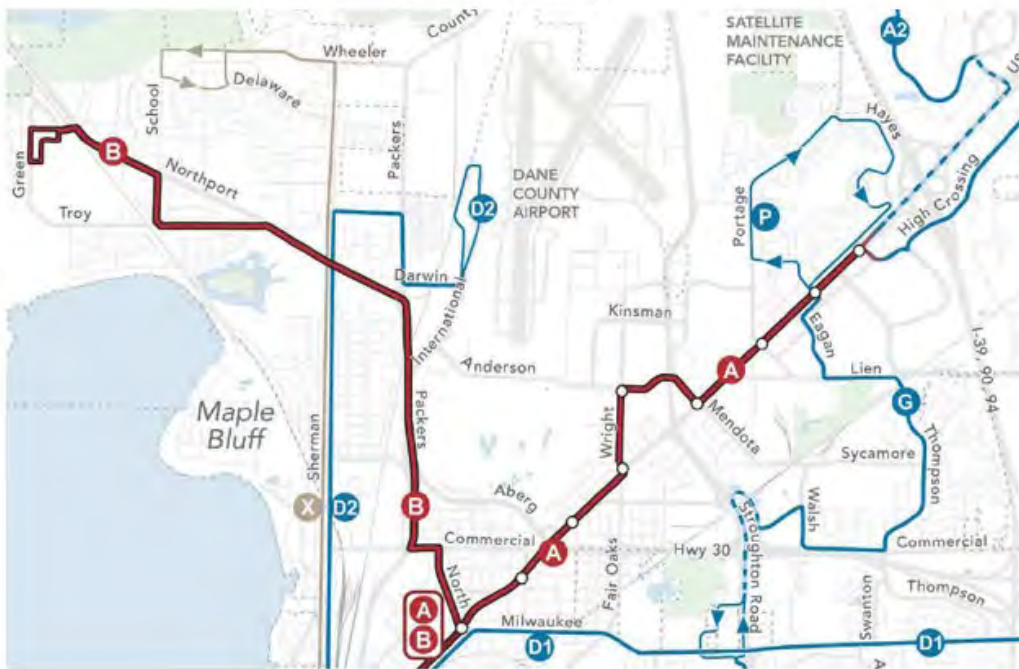
How is this equity? The REDUCTION in available routes is HUGE for North side residents!

Mike

CURRENT



PROPOSED



From: [Cindy Schlichte](#)
To: [Metro Redesign: Evrs_Tag](#)
Subject: Fwd: News: Metro Transit Community Meeting Scheduled
Date: Tuesday, February 22, 2022 3:14:30 PM

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

Hello -

Maybe I'm just not seeing it, but I don't see a day or time listed for this scheduled meeting.

Thank you for your help,
Cindy Schlichte

Begin forwarded message:

From: City of Madison <noreply@cityofmadison.com>
Subject: News: Metro Transit Community Meeting Scheduled
Date: February 22, 2022 at 3:10:17 PM CST
To: <cindy@toolshed.org>
Reply-To: City of Madison <noreply@cityofmadison.com>

[View this email in your browser](#)

CITY OF MADISON



Metro Transit Community Meeting Scheduled

February 22, 2022

Join Metro at a virtual community meeting to learn more about a draft plan to completely restructure its service starting in 2023. Meeting Link:

<https://cityofmadison.zoom.us/j/81025001890?pwd=bnNyY2c5aVFhZ0cxTm9UOHFabjFqZz09> The proposed...

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City of Madison

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Madison, WI 53703

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From: [Cindy Schlichte](#)
To: [Metro Redesign: Evrs_Tag](#)
Subject: Fwd: News: Metro Transit Community Meeting Scheduled
Date: Tuesday, February 22, 2022 3:14:30 PM

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City of Madison
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Madison, WI 53703

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From: [Nick Brown](#)
To: [Metro Redesign](#)
Subject: Metro Transit Redesign Feedback
Date: Tuesday, February 22, 2022 3:15:25 PM

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

Greetings,

I am writing in regards to the Metro Transit redesign for the city's bus routes and schedules. As a regular Madison metro bus rider throughout the years, I was surprised to learn how little bus access there was when I moved into my new home on the north side a little over a year ago.

Residents of the Cherokee neighborhood and other neighborhoods on the far north side are being nearly completely cut out of the new plans. This is especially unfortunate given the lack of decent bike infrastructure and other public transportation infrastructure in this part of the city, which seems to have been historically under-represented in city planning efforts, particularly regarding transportation, parks services, public beautification and other services/programs that add value and character to neighborhoods.

Removing public transportation options from a neighborhood this large also will add more single-car traffic to city streets, increase CO2 pollutants from vehicles and disproportionately affect economically disadvantaged people who rely in the bus to get to work or child care, etc.

I hope the commission will seriously reconsider their decision to further deprive the north side of essential city services, repeating a pattern of neglect that has taken place over decades.

Regards,

-Nick Brown

--

Nick Brown

From: [Rusch, Mick](#)
To: "[Cindy Schlichte](#)"; [Metro Redesign](#); [Evers, Tag](#)
Subject: RE: News: Metro Transit Community Meeting Scheduled
Date: Tuesday, February 22, 2022 3:18:09 PM

I'm sorry, that release has been fixed.

Thursday, February 24

Starts at 6:00 pm

From: Cindy Schlichte
Sent: Tuesday, February 22, 2022 3:14 PM
To: Metro Redesign ; Evers, Tag
Subject: Fwd: News: Metro Transit Community Meeting Scheduled

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

Hello -

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Thank you for your help,

Cindy Schlichte

Begin forwarded message:

From: City of Madison <noreply@cityofmadison.com>
Subject: News: Metro Transit Community Meeting Scheduled
Date: February 22, 2022 at 3:10:17 PM CST
To: <cindy@toolshed.org>
Reply-To: City of Madison <noreply@cityofmadison.com>

[View this email in your browser](#)

CITY OF **MADISON**



Metro Transit Community Meeting Scheduled

February 22, 2022

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From: [Cechvala, Michael](#)
To: [Abbas, Syed](#)
Cc: [Jon Becker](#); [Metro Redesign](#)
Bcc: [Stuehrenberg, Justin](#)
Subject: RE: BRT jughandle (Mendota St / Anderson Rd / Wright St)
Date: Tuesday, February 22, 2022 3:21:19 PM

Hi Jon, thank you for your comments. We've contacted Madison College and they have long-term plans to continue in-person classes at their Truax campus. In addition we've heard strong support for continued quality service to Madison College. Including the deviation to Anderson Street, rather than staying straight on East Washington, is the most effective way for us to provide a high level of service there. A separate shuttle route would have the operating costs of an extra bus to drive back and forth between the East Wash, while at the same time increasing travel times because people would have to make the transfer. For example people from the north side would then have to transfer twice, rather than once, to reach the Truax campus. The connection between Anderson and Mendota Street saves us some time, but also removes us from congestion and reliability problems with the East Wash / Stoughton Road intersection.

The Anderson-Mendota connection requires us to move one power pole in that area. Rather than moving the power pole, we're investigating undergrounding the utilities in that immediate area around the Quik Trip, between that conflicting pole and the 3 poles it runs wires to. I'll pass on your support for undergrounding.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Abbas, Syed
Sent: Tuesday, February 22, 2022 1:50 PM
To: Cechvala, Michael
Cc: Jon Becker
Subject: Fw: BRT jughandle (Mendota St / Anderson Rd / Wright St)

Hi Mike,

Jon highlighted some good questions. Can you please look into that provide your feedback.

Thanks

Syed

President Common Council
Alder Syed Abbas, City of Madison, District 12

[District 12 Website Signup for District 12 emails](#)
[Contact: 608-572-6984](#)

From: Jon Becker <jonbecker@aol.com>
Sent: Tuesday, February 15, 2022 4:29 PM
To: Abbas, Syed
Subject: BRT jughandle (Mendota St / Anderson Rd / Wright St)

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

Hello Syed,

Sorry for the delay in providing this backgrounder.

Two main issues regarding the proposed BRT jughandle on Mendota/Anderson/Wright :

1) Is a jughandle necessary and will it perform as promised?

* is jughandle defensible, given reduced onsite attendance at Madison College-Truax (MC-T), with almost no use of large remote parking lot off Wright street? given the short- and long-term impacts of the pandemic on commuting and public transit ridership?

* are Metro/transpo staff's projected time savings from avoiding the E Wash/HWY 51 intersection valid and reliable? or] is Metro's argument for the jughandle instead based on retaining MC-T partner revenues?

* is a new/expensive BRT-only road connection from Lien Rd past Kwik Trip across HWY 51 to Anderson Rd defensible? or would a high-frequency shuttle service between MC-T and a BRT station on E Wash be a better and less expensive solution?

* do cost considerations overpass, for safe ped/bike access across HWY 51 to proposed library Imagination Center near Reindahl Park from residences along Wright St and in Carpenter-Ridgeway neighborhood?

2) If so, what co-benefits will jughandle construction provide for D12 residents who live on the proposed route or nearby (to the north on Lien Rd and Onsgard Rd, and regarding the utility corridors along the south and west boundaries of Reindahl Park)

a) undergrounding energy/communications overhead lines creates better aesthetics and much more reliable service, at lower cost long-term (and possibly now short-term), using new approaches/technology:

<https://news.wisc.edu/tunneling-under-bascom-hill/>

<https://energynews.us/2020/03/27/smooth-sailing-so-far-for-planned-iowa-illinois-underground-power-line/>

<https://www.soogreenrr.com/construction/>

b) With undergrounding, more and larger street shade trees can be planted, providing more aerial habitat, greater mitigation of the urban heat island effect, better infiltration, lower crime, edible harvestables, etc.

Hope this helps. Let me know if you're looking for something else. Always happy to provide an on-site walking tour.

Best, Jon

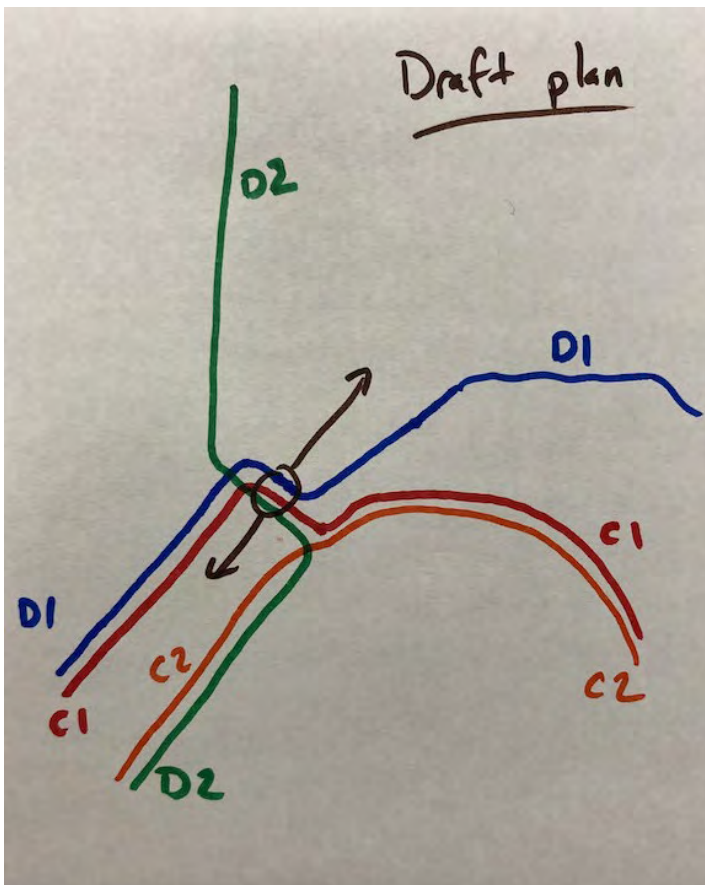
[Jon Becker \(+ USA\) 608 469 0316 \[mobile voice+text\]](tel:+16084690316)

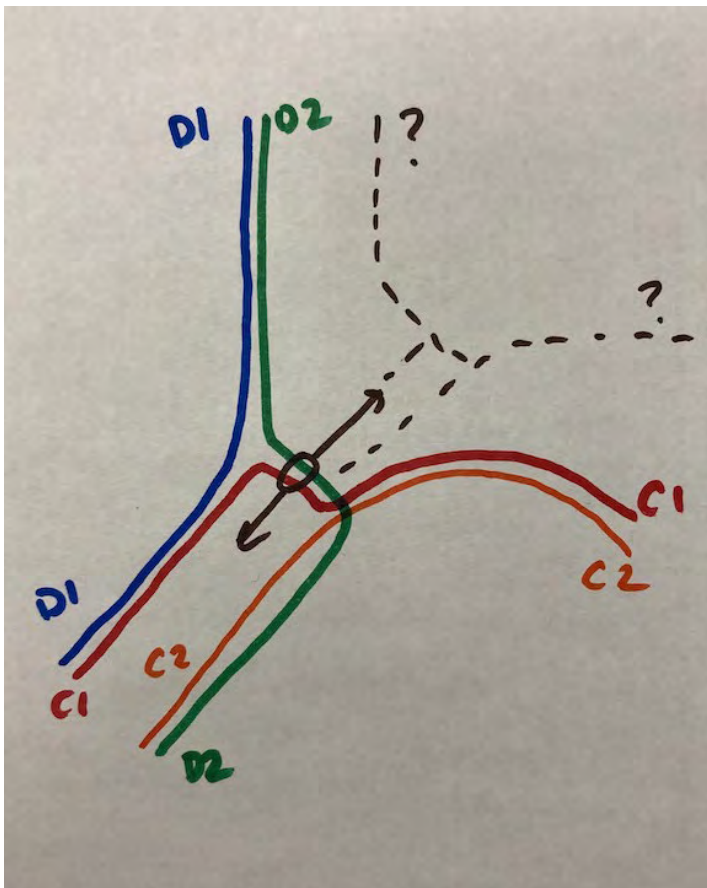
From: [Chris McCahill](#)
To: [Metro Redesign](#)
Cc: [Cechvala, Michael](#)
Subject: Splitting the isthmus
Date: Tuesday, February 22, 2022 3:28:58 PM

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

Hi folks,

I've heard folks in the District 15 area (especially Atwood) raise reasonable concerns about their most direct route heading down the north side of the isthmus. I wonder if there's a good way to split the C line into a northern and southern route, then do something similar with D line to balance it out.





Also: I just noticed the email for redesign feedback, listed on [this page](#), links to cityofmadison.com.

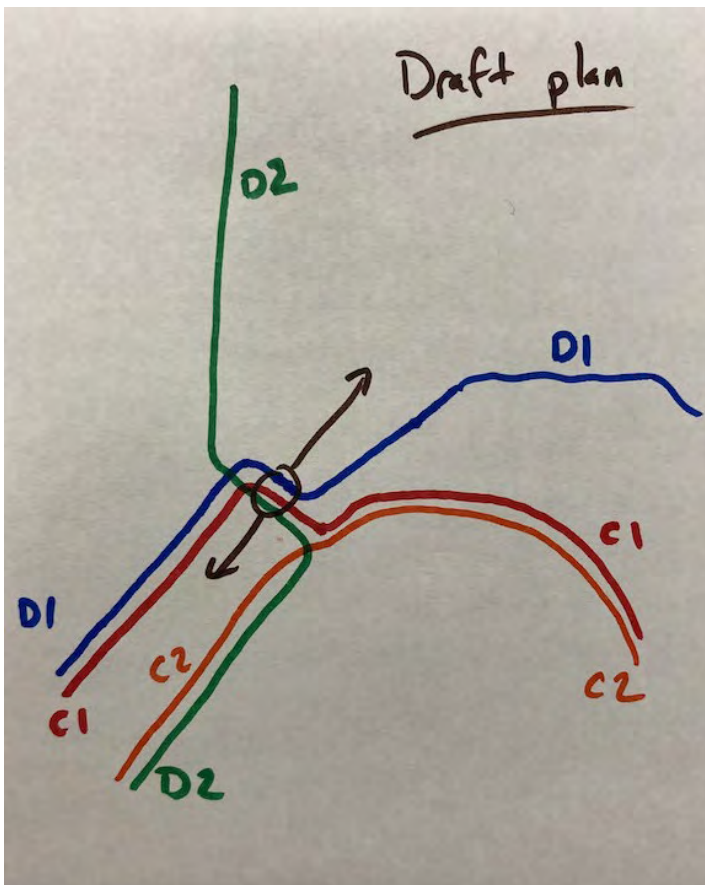
Chris McCahill
chrismccahill.com

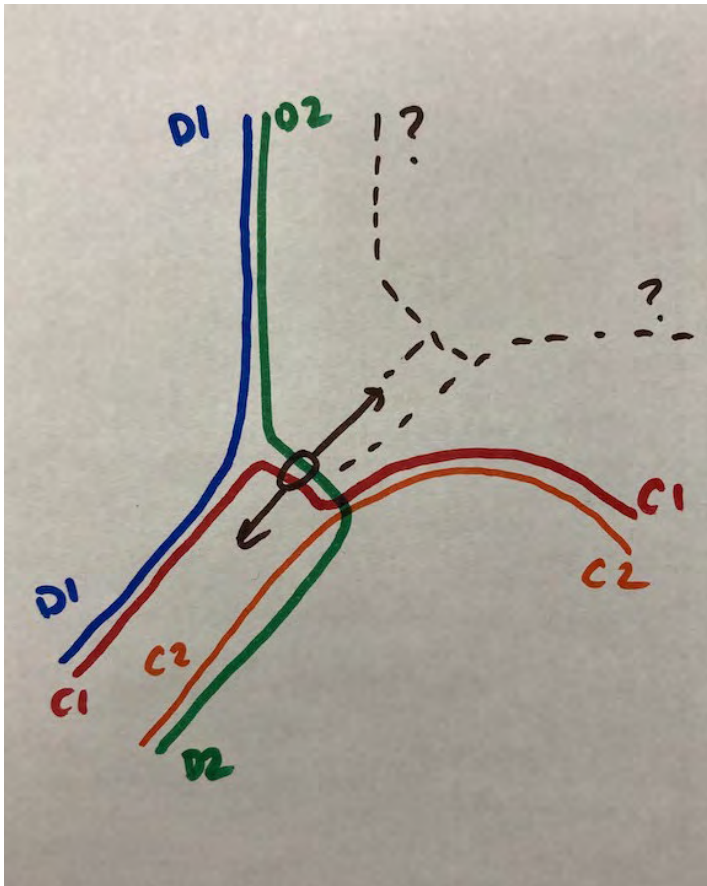
From: [Chris McCahill](#)
To: [Metro Redesign](#)
Cc: [Cechvala, Michael](#)
Subject: Splitting the isthmus
Date: Tuesday, February 22, 2022 3:28:59 PM

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

Hi folks,

I've heard folks in the District 15 area (especially Atwood) raise reasonable concerns about their most direct route heading down the north side of the isthmus. I wonder if there's a good way to split the C line into a northern and southern route, then do something similar with D line to balance it out.





Also: I just noticed the email for redesign feedback, listed on [this page](#), links to cityofmadison.com.

Chris McCahill
chrismccahill.com

From: [Cechvala, Michael](#)
To: ["Chris McCahill"; Metro Redesign](#)
Subject: RE: Splitting the isthmus
Date: Tuesday, February 22, 2022 3:33:12 PM
Attachments: [image001.png](#)

Thanks Chris, we're looking at alternatives in this area to address this concern. Can you tell me exactly which email link for feedback is wrong? The one below looks correct to me, we may have an incorrect one somewhere else.



MetroRedesign@cityofmadison.com

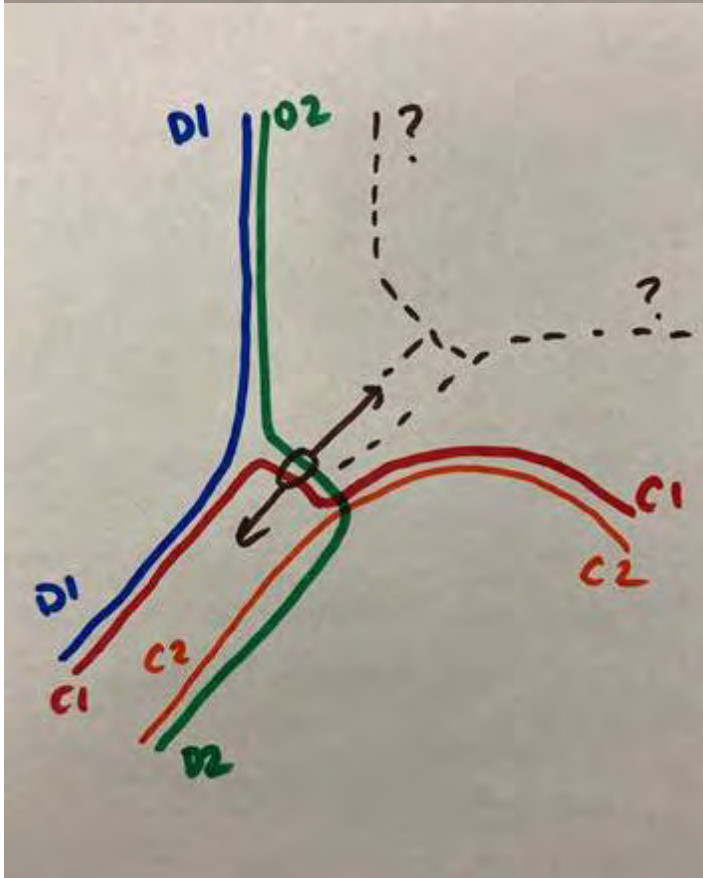
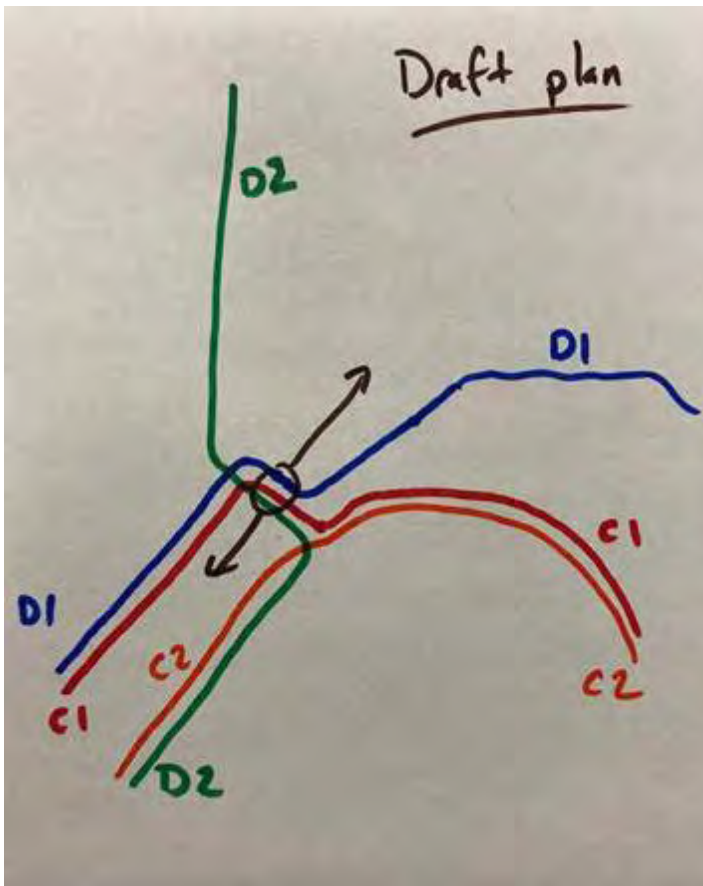
MetroRedesign@cityofmadison.com

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Chris McCahill
Sent: Tuesday, February 22, 2022 3:29 PM
To: Metro Redesign
Cc: Cechvala, Michael
Subject: Splitting the isthmus

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

Hi folks,
I've heard folks in the District 15 area (especially Atwood) raise reasonable concerns about their most direct route heading down the north side of the isthmus. I wonder if there's a good way to split the C line into a northern and southern route, then do something similar with D line to balance it out.



Also: I just noticed the email for redesign feedback, listed on [this page](#), links to

cityofmadison.com.

Chris McCahill

chrismccahill.com

From: [Cechvala, Michael](#)
To: [Metro Redesign](#)
Subject: FW: metro redesign
Date: Tuesday, February 22, 2022 4:34:49 PM

For the file
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Abbas, Syed
Sent: Tuesday, February 22, 2022 4:30 PM
To: Dah dah ; Sen.Agard@legis.wisconsin.gov; Rep.Baldeh@legis.wisconsin.gov
Cc: Stuehrenberg, Justin ; Cechvala, Michael ; Lynch, Thomas
Subject: Re: metro redesign

Thank you Deb for reaching out. I expressed similar concerns to Metro leadership. I am sharing your feedback to the Metro General Manager and staff.

Best regards,
Syed

President Common Council
Alder Syed Abbas, City of Madison, District 12

[District 12 Website Signup for District 12 emails](#)
[Contact: 608-572-6984](#)

From: Dah dah <dahewko@gmail.com>
Sent: Monday, February 21, 2022 6:23 PM
To: Sen.Agard@legis.wisconsin.gov; Abbas, Syed; Rep.Baldeh@legis.wisconsin.gov
Subject: Re: metro redesign

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

Hello,

Another point to add to the bus system redesign

I just noticed on the Madison Metro redesign map that service to the DMV (where folks that do not have a car or drive get their ID, so they can do things like vote, etc.) will no longer exist.

Best,
-Deb

On Mon, Feb 14, 2022 at 11:06 AM Dah dah <dahewko@gmail.com> wrote:

Hello All, Alder Syed Abbas, Senator Melissa Agard, Representative Samba Baldeh

I submitted feedback to Madison Metro regarding the redesign of the city bus system and got this response (my submission and response are forwarded). The issues I raise need to be

addressed/fixed; we need service where they are taking it away (and they are taking a lot away). I am not sure who can help at this point, but Madison Metro does not appear to be listening to these concerns. Can any of you look into this?

Thank you

<https://www.cityofmadison.com/metro/routes-schedules/transit-network-redesign>

Best,
-Deb

----- Forwarded message -----

From: **Dah dah** <dahewko@gmail.com>

Date: Thu, Feb 10, 2022 at 10:53 AM

Subject: metro redesign

To: <metroredesign@cityofmadison.com>

First, it does not make sense to compare Madison to other cities; Madison is different in many respects.

I do not believe the “linearity” proposal fits Madison. Jobs, businesses, housing/living, community/neighborhoods, hospitals, clinics, government offices/services, shopping/groceries stores, post offices, many other services, etc. are not “linearity,” are not just in the locations circled on the maps, and the people using the bus do not just live along the bus lines you set out.

The overlap of buses on the isthmus in the **current system** already solves the density, high usage of passengers (described in the PowerPoint) in the Madison central areas. The current system also covers services to a vast number of locations.

The proposed plans appear to cut off service for residents/riders in Madison while giving service to surrounding areas outside of Madison. This is particularly concerning and noted on the maps with pink dots on the north/east side and south/west areas. Examples: the huge complex of affordable housing being built by the NTP (where pink dots are), there also doesn't appear to be any service to grocery stores like Pick-n-Save on Shopko Drive or Woodman's East.

The proposed system's *travel time estimates of 45 minutes or less* does not appear to include the 15/30 min/1 hr or longer transfer wait(s) or the 15 to 30 minute or longer walk 1-way to the bus stop. Most travel time **currently** is 15 to 20/25 minutes with no transfers or at times one, which is a 5-minute wait at a transfer point, and has reasonable distance bus stops.

Michael Cechvala suggests

**“The ridership concept focuses service onto as few routes as possible with higher frequency. Since there are fewer routes, there isn't a need for transfer points to transfer between them from the north side to the hospital would be made on Route B with a transfer downtown to Route C or 80. Or it would be possible to transfer to Route A, get off at University and University Bay, and walk up the hill. All of these routes would be running every 15 minutes or better throughout the day.*

In the coverage map, the transfer points remain. From the North Transfer Point, you would take Route B and again transfer downtown, to Route 5, 80, or A. Route 5 would be running every 30 minutes mid day, Route A every 15 minutes but would require a walk up the hill, and Route 80

would be very frequent. To Hilldale you would take Route B and transfer to Route A, both would be running every 15 minutes. Routes A and B are the BRT service.”

Riders (workforce, elderly, handicap, etc.) deserve better. For the trips cited*, the **current system** bus stops are a reasonable distance, it only takes one bus, the bus goes directly to the destination, and it takes less time, the proposed systems service does none of these. The 80 bus does not suffice for service on Highland ave., it is a UW bus that is stuffed packed and when it is, the bus does not stop. There is also the #80 bus issue of how a wheelchair would get on a packed bus (if it does stop)—does the driver kick off riders/students.

The Madison Metro system can supplement city-to-city travel, but it should not be like it.

Best,

-Deb

From: [Kim Owens](#)
To: [Metro Redesign](#)
Subject: Rapid transit changes
Date: Tuesday, February 22, 2022 4:46:24 PM


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

The proposed changes take accessibility to transportation away from riders and neighborhoods that depend on it the most. The proposals are designed to focus on the future of Madison as a rapidly growing community of elites. Just as affordable housing has not been addressed now accessible transportation is being scaled back and/or removed all together. The mayor and other city officials obviously aren't concerned with an inclusive economy. Many, many lower income citizens of Madison will suffer from this proposed change to public transportation. We are the ones who need it the most. These proposed substantial or complete cuts to public transportation on the northside of Madison will result in the very large poor and lower income population there. Crucial access to affordable groceries and food for families became a large concern on the south side of Madison.

The plan eliminates the service of the #17 bus and thus the ability for the citizens of the northside to shop for food at the affordable neighbourhood PicknSave. Even more prominent is that due to cuts in transportation for the north side there will be no easy way to get to Woodman's Food market on Milwaukee street. This business is a hallmark of affordable grocery shopping. My neighbors and I do not know what we would do without the ability to shop there. The #17 bus provided both of these opportunities.

The proposed plan states the positives resulting from better East-West connections. The north side and south side of Madison are known to have large populations of lower income individuals and families. We are in dire need of more public transportation, not elimination of what exists.

Honestly, there are almost NO routes planned for the northside of Madison. The route to serve the airport does not equal bus service for the general population. There are easily 15 low income apartments in the area and yet all residents must go to Northport Drive in order to ride public transportation. The #21 and # 22 buses serve these neighborhoods well. There must be some additional service to be provided.

 [AmanaQuintana.mp4](#)

HELP US GET OUR GROCERIES WHERE WE CAN AFFORD TO SHOP FOR THEM! PLEASE HELP US FEED OURSELVES AND OUR FAMILIES!

 [NeilEditorial.mp4](#)

Thank you,

Kim Owens
1902 Londonderry Drive.
Apt.325
Madison, WI, 53704
608-467-8289

-Kim

From: [Barbara Waxman](#)
To: [Metro Redesign](#)
Subject: Cherokee & other Northside neighborhoods
Date: Tuesday, February 22, 2022 4:54:14 PM

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

It appears that you have let us all out of your plans. You have us paying extra on wheel tax to pay for this and then leave us out of routes. What is your thinking???

Start including us or we will start excluding you. Thank you.

Sent from my iPhone

From: [Betsy](#)
To: [Metro Redesign](#)
Subject: Metro Redesign- the North Side has been ignored
Date: Tuesday, February 22, 2022 5:38:22 PM

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

We have lived in the Cherokee Neighborhood on the North Side since 1997. While our particular neighborhood would not be deemed low income, there are many that fit into that category between Cherokee and Northport Drive - and the number is growing with more equable housing planned for the Northside than many other areas in the city in the coming months/years. The redesign basically cuts the Northside off with limited service during “rush hours” Monday through Friday and None in many areas on weekends. There are multiple neighborhoods that will experience a mass transit Desert, folks having to walk 1-2 miles to catch the nearest regularly running bus. Based on all of us now paying an extra \$40 per vehicle owned in support of this redesign, I’d say those of us on the Northside are definitely Not getting our money’s worth.

Regarding our particular neighborhood:

Many of our residents work for the city, state and University and take the bus regularly in order to cut their carbon footprints, avoid downtown parking issues and support city mass transit. In addition, we have a number of residents who Must use mass transit due to their inability to drive. Having only “rush hour” service on weekdays, with the closest bus stop up to and over a mile away (over 2 miles on weekends)from their homes, will definitely inhibit their ability to live their lives.

I’d ask the city, under whose discretion the low income neighborhoods are being planned, and who is standing on this redesign as being “best” for the ridership and the city’s effort to cut our carbon footprint- to think again.

Thank you for your consideration,

Betsy Vanden Wymelenberg
1205 Menomonie Lane
Madison, WI 53704

From: [Daniel Costantino](#)
To: [Metro Redesign](#)
Subject: Wisconsin State Journal article from 2/21
Date: Tuesday, February 22, 2022 6:21:22 PM

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

Sharing to the group for the record.

https://madison.com/news/local/govt-and-politics/metro-transit-redesign-promises-frequent-direct-service-but-longer-walks-for-some/article_c620a3ac-dc66-5681-a576-f17ee2228c2e.html

Daniel Costantino

Principal Associate

Jarrett Walker + Associates

"Let's think about transit"

[971 277 3629](tel:9712773629)

daniel@jarrettwalker.com

www.jarrettwalker.com

From: [Alan Ng](#)
To: [Metro Redesign](#)
Subject: Route 13
Date: Tuesday, February 22, 2022 10:14:29 PM

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

Hello,

I would like to offer feedback on the proposal to eliminate Route 13.

I live on Colby St and have watched a generation of neighborhood kids walk (and sometimes run) to catch the 13 at Olin Ave to get to West High every day, year round, and then come again every afternoon. And next year my own son will start taking the 13 to get to West High every day, carrying his cello on his back. Without this bus how will he get to school?

Since this neighborhood is rapidly adding more high-density housing, particularly towards the east ends of Lakeside and Olin, I cannot imagine how a future-compatible - much less climate-compatible and walkable-community-friendly 0 bus plan would do anything other than plan on *increased* usage of Route 13.

By the way, Route 13 is also what makes a car-free daily life possible for me. I and many other University colleagues bike to work every day from this neighborhood, and have done so year-round for the past 20 years, but knowing we can take Route 13 to get to work if our bike fails or the weather is terrible or we are injured, lets us build a car-free lifestyle.

Thank you for considering my feedback,

--

Alan Ng . Madison, Wisconsin, USA
alan@alan-ng.net . https://urldefense.proofpoint.com/v2/url?u=https-3A__www.alan-2Dng.net&d=DwICaQ&c=byefhd2ZumMFFQYPZBagUCDuBiM9Q9twmxaBM0hCgII&r=3uLZw_i3HWrzl_zU46xma5yFetE8SzwQMaUpuVv1kEM&m=RAgPVzEdHfGZ-9_aM3BM8J1n0p4m5bk1VlxKgiHEI8o&s=UPXXRB32I6q0RzRUrIdeGhNBx42W7QA9aolAhayhHI8&e=

From: spam-digest@cityofmadison.com
To: [Metro Redesign](#)
Subject: End User Digest: 1 New Message
Date: Wednesday, February 23, 2022 9:52:54 AM



**End User Digest: 1 New Message
For MetroRedesign@cityofmadison.com**

The messages in your personal Digest represent emails that have been filtered and sorted into different categories, giving you an opportunity to take action on them. Click the link in the Subject column to view the message.

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The emails listed in this section have been placed in your personal Quarantine. Click Release to deliver the email to your inbox. To continue to receive future emails from the sender, click Allow Sender. To report messages that are not spam but are included in the Spam - Quarantined section, click Not Spam.

Spam - Quarantined

From	Subject	Action
utaburrell00911s@gmail.com	Re: Minimal Cost !	Release Release and Allow Sender Block Sender

For more information contact your System Administrator.

From: [Cechvala, Michael](#)
To: [Abbas, Syed](#)
Cc: [geri marsh](#); [Metro Redesign](#)
Subject: RE: Madison Metro Redesign
Date: Wednesday, February 23, 2022 9:54:58 AM

Hi Geri, we are actively recruiting drivers. We hope to have enough for implementation in 2023. If not we will figure out options when we get there, but it is likely we will have enough drivers.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Abbas, Syed
Sent: Wednesday, February 23, 2022 9:44 AM
To: Cechvala, Michael
Cc: geri marsh
Subject: Re: Madison Metro Redesign
Mike can you please address below questions.

Thanks

Syed

President Common Council
Alder Syed Abbas, City of Madison, District 12

[District 12 Website Signup for District 12 emails](#)
[Contact: 608-572-6984](#)

From: geri marsh <gerimarsh57@gmail.com>
Sent: Wednesday, February 23, 2022 9:23 AM
To: Abbas, Syed
Cc: geri marsh
Subject: Madison Metro Redesign

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

Question: With the shortage of drivers and workers now, Will there be enough or more than enough drivers to begin the new bus services by 2023?

If not, will there be a postponement of new bus services to be announced at a later date?

From: [Kim Owens](#)
To: [Metro Redesign](#)
Subject: Re: Rapid transit changes
Date: Wednesday, February 23, 2022 10:46:49 AM

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

Channel 3000's Neil Heinen's editorial in writing on **affordable housing and accessible transportation are essential to an INCLUSIVE ECONOMY.**

<https://www.channel3000.com/wisc-editorial-agenda-housing-and-transportation-first/>

The Bus Rapid Transit system proposal as the details now stand only alienates the low income population who depend on public transportation to effectively live their everyday lives. I hope the proposal is still open for changes and amendments. I will be participating in the Zoom meeting tomorrow night, February 24.

Thank you, Kim Owens

On Tue, Feb 22, 2022 at 4:49 PM Kim Owens <kimo0303q@gmail.com> wrote:

The proposed changes take accessibility to transportation away from riders and neighborhoods that depend on it the most. The proposals are designed to focus on the future of Madison as a rapidly growing community of elites. Just as affordable housing has not been addressed now accessible transportation is being scaled back and/or removed all together. The mayor and other city officials obviously aren't concerned with an inclusive economy. Many, many lower income citizens of Madison will suffer from this proposed change to public transportation. We are the ones who need it the most. These proposed substantial or complete cuts to public transportation on the northside of Madison will result in the very large poor and lower income population there. Crucial access to affordable groceries and food for families became a large concern on the south side of Madison.

The plan eliminates the service of the #17 bus and thus the ability for the citizens of the northside to shop for food at the affordable neighbourhood PicknSave. Even more prominent is that due to cuts in transportation for the north side there will be no easy way to get to Woodman's Food market on Milwaukee street. This business is a hallmark of affordable grocery shopping. My neighbors and I do not know what we would do without the ability to shop there. The #17 bus provided both of these opportunities.

The proposed plan states the positives resulting from better East-West connections. The north side and south side of Madison are known to have large populations of lower income individuals and families. We are in dire need of more public transportation, not elimination of what exists.

Honestly, there are almost NO routes planned for the northside of Madison. The route to serve the airport does not equal bus service for the general population.

There are easily 15 low income apartments in the area and yet all residents must go to Northport Drive in order to ride public transportation. The #21 and # 22 buses serve these neighborhoods well. There must be some additional service to be provided.

 [AmanaQuintana.mp4](#)

HELP US GET OUR GROCERIES WHERE WE CAN AFFORD TO SHOP FOR THEM! PLEASE HELP US FEED OURSELVES AND OUR FAMILIES!

 [NeilEditorial.mp4](#)

Thank you,

Kim Owens
1902 Londonderry Drive.
Apt.325
Madison, WI, 53704
608-467-8289

-Kim

From: [Meyer, Dave](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); mbottari@coityofmadison.com; [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: Metro Redesign Draft Plan and Map and negative affects on many Northside riders
Date: Thursday, February 24, 2022 1:24:08 PM

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

Good Afternoon,

As members of the Board of Directors of the Brentwood Village Neighborhood Association, we wanted to communicate with you about our reservations and concerns about the recently released draft plan and route map.

We are a neighborhood, just south of Warner Park and west of Sherman Avenue, consisting of approximately 225 single family homes and 57 apartment buildings with over 450 units.

Our residents include many senior citizens and many low to moderate income families that rely on the bus for almost all of their transportation needs. They ride the bus to work, to medical appointments, and for essential errands such as grocery shopping or to visit family in other parts of Madison.

Many years back, we lost our neighborhood grocery store (twice!). The grocery store was eventually replaced by a Willy Street Coop, which is a fine organization but quite simply has prices many of our residents cannot afford. So, rather than walk over to our neighborhood store, those without cars must take the bus to Pick N Save on Aberg, Aldi or Hy-Vee on East Wash or Woodman's on Milwaukee Street.

The draft plan seems to eliminate completely a stop anywhere near Pick N Save and will seemingly create less direct routes from our neighborhood to the other stores.

We are not only concerned with the shopping aspect but some of our residents are employed by Pick N Save and take the bus to work.

We know this redesign project is not a simple undertaking but please listen to and address our serious concerns as to what you have come up with thus far. Please make the adjustments needed in an effort not to add more stress and complication to the daily lives of our neighbors that have enough worry about right now.

Thanks very much,

Brentwood Village Neighborhood Association Board of Directors

Jane Allen Jauch
Fred Kluth

David Meyer
Janet Shipman
Michael Shinnars

From: [Melodie Duesterbeck](#)
To: [Metro Redesign](#)
Subject: Metro Redesign Comment
Date: Thursday, February 24, 2022 1:50:43 PM

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

I am submitting my comments for the Metro redesign meeting since I cannot attend in person.

It is disappointing that the Cherokee Park neighborhood on Madison's north side is being left out of the redesign and I urge you to reconsider adding it back in.

We've already endured TWO years without a bus route in our neighborhood. Our residents understand that covid and driver shortages would have a temporary impact on service availability, but to remove route 29 altogether would be a major blow to many in our community.

I can't help but question whether Madison Metro is unfairly discriminating against our neighborhood based on socioeconomic factors. The fact is that we have residents who value the benefits of mass transportation and those who need it for their livelihoods. Personally, I've had to pay \$10-11 per day to park downtown for my job because the 29 was canceled. This is taking over \$2500 per year out of my family's household.

I do understand the need to temporarily alter some routes during covid, but why has our neighborhood been singled out while other routes remain in service? And why is it being taken away in the new plan? We pay hefty property taxes and deserve a bus line just like the rest of the Madison citizens.

Thank you,

Melodie Savidusky
1426 Red Cloud Lane
Madison, WI 53704

From: [Kermit Hovey](#)
To: [Metro Redesign](#)
Cc: [Kevin Spittler](#)
Subject: Is there a community meeting tonight 6 pm 2/24/22 on the metro redesign?
Date: Thursday, February 24, 2022 2:04:23 PM
Attachments: [madison metro design plan review meeting february at DuckDuckGo.pdf](#)

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

Greetings,

Is there a community meeting tonight 6 pm 2/24/22 on the metro redesign? I have found conflicting info online at the City of Madison website.

There is NOT a meeting listed by the City of Madison for 6pm tonight: For what it's worth, see the attached pdf of my search engine results for "madison metro design plan review meeting february". The top 2 hits noted a virtual community meeting for 6 pm tonight, 2/24. However, clicking through on the links (e.g. <https://www.cityofmadison.com/metro/routes-schedules/transit-network-redesign>) found no such meeting. It appears as if a meeting had been scheduled and was relatively recently cancelled.

There IS a meeting listed by the City of Madison for 6pm tonight: At the same time, I just found this city of madison webpage which includes details for a 6 pm 2/24 meeting on Metro transit redesign at <https://www.cityofmadison.com/calendar/metro-transit-network-redesign-community-meeting-on-draft-plan>

Thanks,

Kermit Hovey

--

Climate Change Is Really Human Caused!

From: [Eric Cabot](#)
To: [Metro Redesign](#)
Subject: I think that the proposed Metro changes got it wrong.
Date: Thursday, February 24, 2022 2:22:58 PM

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

To whom it may concern.

I think that the proposed plan for revising the Madison transit network has gotten a whole lot wrong with it and very little right.

I have so many problems with these plans that I'm just going to list a few of them rather than develop a long narrative argument.

-BRT is too expensive to build -- to the point that we are forced to reduce bus service to be able to afford it. A bus system is more flexible, less disruptive, and goes closer to where the people are and/or want to go.

-The BRT route, and the entire network in general, assumes that we live in a commuter-oriented city. Washington DC serves as a good model where thousand of government employees travel from the suburbs to the central core. In contrast, our community is becoming less centralized over time, rather than more.

- In order to be feasible as a means of getting to downtown dining and entertainment, there should be some reasonable guarantee of late night service.

-The choice to have frequent service for fewer routes makes little sense. If I have to walk for 10 minutes or more for transit, I'm taking the car, especially after dark.

- I see nothing in the plan that addresses safety. There should be safe, warm, well-lit areas to wait and/or park. I live near the West transfer point. I would never consider going anywhere near there at night without some police presence.

I could go on, but I'll stop here by saying the emphasis should be on making the current transit experience a real improvement for the riders, not some kind of crack-down against comfort and accessibility in the service of fantasy that we are a major metropolitan area.

I am trying to think of something good to say about the current plan, but nothing comes to mind.

Eric Cabot
Madison, WI

From: [Benjamin Zimmerman](#)
To: [Metro Redesign](#)
Subject: Opposition to Metro Redesign
Date: Thursday, February 24, 2022 2:57:02 PM

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

Greetings,

I would like to voice my opposition to the current Metro redesign plan being considered. I am a homeowner in the Elvehjem neighborhood, where we are slated to lose service under the proposed plan.

Service in our neighborhood is already lacking and losing the route right through the middle of it will make it much worse. For some, the walk to the new proposed route is simply too much to bear and does not meet any offered goals of achieving equity when it comes to Metro service.

We already have to bear the wheel tax imposed in the last few years, costing each vehicle an almost \$50 annually. It would be a great insult to then lose service after having to pay this additional tax.

It's a bad plan that does not serve greater Madison and should be revised.

Ben Zimmerman

From: [Stuehrenberg, Justin](#)
To: [Metro Redesign](#)
Subject: Fw: Draft Redesign Plan -- Metro Transit
Date: Thursday, February 24, 2022 3:57:28 PM

From: DC
Sent: Thursday, February 24, 2022 3:49 PM
To: Mayor; Martin, Arvina; Meter Brooks, Noah; Crawley, Katie; Stuehrenberg, Justin; kobeng@cityofmadison.com
Subject: Draft Redesign Plan -- Metro Transit

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

February 24, 2022

All:

I can't participate in tonight's meeting, so I'll offer my feedback on the draft Redesign Plan this way.

I can't remember when I've seen less clear and helpful information. What should have been presented, front and center, more conspicuously than the other information, is what -- exactly -- the proposed fate of each route is. I ride the heavily used Route 8 (formerly 14) to work at GEF1. As well as I'm able to make out, from the obscure map and other obscure information, I'll no longer be able to catch that westbound bus 1/2 block east of Segoe and West Regent (1 block from my home) -- and instead, will have to walk an additional 2 blocks (and then, apparently, will have to cross busy, wide Midvale Avenue, to boot), to catch the bus there. I assume that when planners decided to tell the public that many of us will have to walk "a little farther", they didn't consider any factors besides the mere distance. I say "mere" guardedly in this instance, because 3 blocks, compared to 1, may be nothing to sneeze at for a fit college student, but ain't nothin' "mere" about it for a 66-year-old who is, alas, obese, and has arthritis. But beyond that: Such a walk (when one is *hurrying* so as to not miss the bus) will be all the more challenging on the many hot days of summer . . . and even *more* challenging on those *many more* winter days when residents and businesses have not adequately cleared sidewalks. Unless and until the City finds the staff, money and wherewithal to police that more thoroughly, we're stuck with folks who don't think to do anything more than just clear the snow right after a snowfall. (The Mormon Church has been a serial offender, as well as private residences.) They don't follow up; they don't pay heed to *ice*; they don't clear the *cutouts*; they don't understand that, after every thaw, the resulting water on the sidewalks (and in cutouts) *refreezes* at night, presenting real and serious hazards to even the young and able-bodied who can "afford" to fall.

-Jeff Glick
4706 Regent St, #48-B
Madison 53705
608-238-3743
liberal.dose@gmail.com

From: Metro Transit <noreply@cityofmadison.com>

Sent: Friday, February 18, 2022 5:36 PM

To: Glick, Jeff D - DWD <Jeff.Glick@dwd.wisconsin.gov>

Subject: Metro Rider Updates

Network Redesign Draft Plan Available Now

Review Metro's draft Transit Network Redesign Plan to learn more about a proposed complete restructure of service in 2023.

This draft plan is designed toward the ridership goal. The plan focuses on fewer routes that are more direct and frequent, while providing coverage where it is needed most.

[Draft Plan \(PDF\)](#)

You can also provide feedback by emailing MetroRedesign@cityofmadison.com, or joining us at upcoming meetings.

[Transit Network Redesign Webpage](#)

From: [Liz Wessel](#)
To: [Metro Redesign](#)
Subject: deadline for input on redesign draft
Date: Thursday, February 24, 2022 4:12:31 PM

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

Hi. What is the deadline for input on the redesign draft?

Thank you

Liz

Liz Wessel
pronouns: she, her, hers
Sierra Club Four Lakes Group
www.sierraclub.org/wisconsin/four-lakes
608.238.9934

From: [Rusch, Mick](#)
To: ["Kermit Hovey"; Metro Redesign](#)
Cc: [Kevin Spittler](#)
Subject: RE: Is there a community meeting tonight 6 pm 2/24/22 on the metro redesign?
Date: Thursday, February 24, 2022 4:14:45 PM

There is a meeting at 6 pm tonight. There is now an alert link on all Metro Transit pages.

Mick Rusch

From: Kermit Hovey

Sent: Thursday, February 24, 2022 2:04 PM

To: Metro Redesign

Cc: Kevin Spittler

Subject: Is there a community meeting tonight 6 pm 2/24/22 on the metro redesign?

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

Greetings,

Is there a community meeting tonight 6 pm 2/24/22 on the metro redesign? I have found conflicting info online at the City of Madison website.

There is NOT a meeting listed by the City of Madison for 6pm tonight: For what it's worth, see the attached pdf of my search engine results for "madison metro design plan review meeting february". The top 2 hits noted a virtual community meeting for 6 pm tonight, 2/24. However, clicking through on the links (e.g. <https://www.cityofmadison.com/metro/routes-schedules/transit-network-redesign>) found no such meeting. It appears as if a meeting had been scheduled and was relatively recently cancelled.

There IS a meeting listed by the City of Madison for 6pm tonight: At the same time, I just found this city of madison webpage which includes details for a 6 pm 2/24 meeting on Metro transit redesign at

<https://www.cityofmadison.com/calendar/metro-transit-network-redesign-community-meeting-on-draft-plan>

Thanks,

Kermit Hovey

--

Climate Change Is Really Human Caused!

From: [Dave Tolmie](#)
To: [Metro Redesign](#)
Cc: dtolmie@charter.net
Subject: I need help with understanding the DRAFT route changes as I am blind
Date: Thursday, February 24, 2022 4:26:57 PM

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

Good afternoon,

These maps are nearly impossible to understand when you are blind. I am a frequent rider of the route 15 catching it at NH. Westfield and Sawmill. I take it to the capital square. Now it appears the route 15 is no longer in existence. Can you please explain to me how I am going to get to work with the new plan? I have heard it will now take a transfer and I need to know of any streets I will have to cross, so if I need audible signals put in I can request them. Right now it looks like I'll have to cross Old Sauk, and that is not fun with a guide dog and heavy traffic. Any assistance would be greatly appreciated.

You can either respond via email or reach me via phone at (608) 836-8784.

I look forward to discussing this with you.

Kind regards,

David Tolmie

Home: dtolmie@charter.net

Work: tolmiede@doj.state.wi.us

Phone (608) 836-8784

From: [CAROL R BUELOW](#)
To: [Metro Redesign](#)
Subject: comparisons of existing vs draft plan
Date: Thursday, February 24, 2022 5:43:32 PM

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

There is an aspect of the redesign impacts analysis that I take issue with. I don't think the study correctly measures the impacts of the changes. This is because all the studies and impact analyses are based on comparisons to service "as it existed in early 2021", which is **after** all the Covid related cuts were made. Approximately 16 routes were eliminated, and that impact has not been taken into account. According to the Alternatives Report, "**Metro operated 20% less service in Fall 2020 vs Fall 2019.**" So the loss of service to my neighborhood and numerous others due to those cuts **has not been measured and is not accounted for in the study**. For these reasons I have great skepticism about how accurate the proximity impacts are. If a rider has already lost their route, the increased distance they will have to walk in this plan is not measured. The studies are based on comparisons to a constrained system. Why was the reduced network used as the benchmark for comparisons? What would the proximity analyses show if a more appropriate benchmark was used?

Carol Buelow
Doncaster Drive

From: [J McIntyre](#)
To: [Metro Redesign](#); [Karl gmail](#)
Subject: No more bus service to Elvehjem Neighborhood
Date: Thursday, February 24, 2022 5:50:14 PM

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

Hi,

I am wondering why service was completely cut through our neighborhood. I see there are some planned meetings with different alder districts, but none for District 16 that I can see. Perhaps I am missing something, but it seems a meeting that involves bus service or a complete gutting of it should include the alder district in upcoming meetings on it.

Thanks.

Jody McIntyre
4610 Eldorado Lane
Madison WI 53716

From: [Cechvala, Michael](#)
To: [Metro Redesign](#)
Subject: FW: [D13] New bus routes
Date: Thursday, February 24, 2022 5:51:44 PM

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Evers, Tag
Sent: Thursday, February 24, 2022 5:51 PM
To: Cechvala, Michael
Subject: Fw: [D13] New bus routes
See below.

Tag Evers
DISTRICT 13 ALDER
CITY OF MADISON
(608) 424-2580
district13@cityofmadison.com
Subscribe to my blog at www.cityofmadison.com/council/district13/blog

From: gbate@yahoo.com <gbate@yahoo.com>
Sent: Thursday, February 24, 2022 2:42 PM
To: Evers, Tag
Subject: [D13] New bus routes
Recipient: District 13, Tag Evers

Name: Gabrielle Bate
Address: 745 W Washington Ave Apt 301, Madison, WI 53715-1461
Phone: 919-669-5002
Email: gbate@yahoo.com

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

Message:

The new bus map doesn't appear to have any buses on the 700 block of W Washington. There are a few apartment complexes, including subsidized housing on this block and there are some disabled people. I can walk the extra block, but I don't know that all my neighbors can. I might try to attend the zoom meeting tonight, but may not be able to.

From: [Rachel Tracosas](#)
To: [Metro Redesign](#)
Subject: Metro redesign plan.
Date: Thursday, February 24, 2022 5:54:47 PM

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

To whom this may concern,
I live in Westmorland and rely on route 6 via Toepfer Ave to get around and with the proposed route changes i wouldn't be able to use the bus and it would hinder my independence more that it would be helping it. I also have a disability and don't drive. It is hard for me to walk long distances.

From: [Betsy Schomisch](#)
To: [Metro Redesign](#)
Subject: Concerns About Ridership Proposal
Date: Thursday, February 24, 2022 5:57:32 PM

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

Please remember that this online only process excludes many people who are most dependent on the bus system. People who don't have cars often don't have internet access either. I know this from actually talking to people who are riding the buses. It doesn't look like the previous surveys had many low income participants.

On the ridership map it looks like the majority of the jobs are in downtown Madison. It doesn't look like the jobs that will no longer have bus access have been subtracted out of the new numbers reflecting job access. There are stores and restaurants scattered all across the Madison area. At a time when these businesses are struggling to find service workers, reducing bus coverage is a really bad idea.

If you have to walk an additional 10 or more minutes to get to a bus, more frequent service may not really have much affect on the overall time a trip takes. At night it might be safer to have a slightly longer ride that gets you closer to your destination.

It really weakens communities when you take bus service away from the marginalized (the poor, the elderly, the differently abled). Buses aren't just used to go to work. People rely on them to get groceries, go to the pharmacy, vote, go to the library, participate in society.

The proposed ridership map is going to be particularly devastating in Middleton. The low income Southridge housing area, Gammon/Fortune area apartments and the new workforce housing on University Ave all appear to lose service entirely. The Middleton Industrial Park loses service, and thus access to lots of jobs.

Sincerely,
Ann Schomisch
Middleton, WI

From: [Stuehrenberg, Justin](#)
To: [Metro Redesign](#)
Subject: Fw: Community Concern Heard about Metro Bus Re-Routing Proposal
Date: Thursday, February 24, 2022 6:20:30 PM

From: Abbas, Syed
Sent: Thursday, February 24, 2022 4:07 PM
To: Stuehrenberg, Justin; Cechvala, Michael
Cc: Myadze, Charles; Marshall, Edward; Atasha Pinnell; Lynch, Thomas
Subject: Re: Community Concern Heard about Metro Bus Re-Routing Proposal

Thanks Ed for reaching out. I am hearing similar concerns and Alder Myadze and myself hosted a meeting earlier this month and shared those concerns with Metro. I am sharing Atasha feedback directly with Metro General Manager and higher management.

Best regards,
Syed

President Common Council
Alder Syed Abbas, City of Madison, District 12
[District 12 Website Signup for District 12 emails](#)
[Contact: 608-572-6984](#)

From: Marshall, Edward
Sent: Thursday, February 24, 2022 3:23 PM
To: Abbas, Syed; Myadze, Charles
Subject: Community Concern Heard about Metro Bus Re-Routing Proposal

Good Afternoon, Alders.

I was in a Leadership in Greater Madison workgroup, and one of the members discussed some concerns with Madison Metro's proposed bus route change along the Northport/Troy corridor. Her name is Atasha Pinnell; she works with the Packer Townhouses in the 1900 block of Northport Dr. Her concern is that the proposed changes would reduce rider wait times and ride times, but would require longer walks to a bus stop form many of the residents that she is hearing from. She also indicated that with fewer stops in the area, this may cause problems for commuters who live and work in this area. While the proposal on Metro's website outlines the plan, it seems that walking distance to stops may increase, and she is worried that this will affect her community profoundly. I'm not sure if there's a good point of contact for her to discuss the issue with, or if this is something that she could speak with one of you directly about.

Her email is:

atasha@packerapts.com

Would one of you be willing to contact her, or point her in the right direction?

Sincerely,
Lieutenant Ed Marshall, #3689
Central District Operations
City of Madison Police Department
211 S. Carroll St
Madison, WI. 53703
Office: (608) 267-1194
Dispatch: (608) 255-2345
Emergency: 911

In accordance with Wisconsin State Statutes, the City of Madison retains copies of all messages sent to and from this mailbox. Copies of these emails may be released pursuant to appropriate Open Records Requests.

Pronouns: he/him/his

From: [Ann Gullickson](#)
To: [Metro Redesign](#)
Subject: Feedback on draft plan
Date: Thursday, February 24, 2022 7:18:36 PM

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

1. First and foremost, WHAT A GREAT REDESIGN! Impressive expanded area of high frequency. Overall, this plan is an impressive improvement for most riders.
2. I live in Midvale Heights, on Odell Street. Between Tokay and Odana, just West of Midvale. So I've had great service. My most frequently used stop is Tokay at Midvale, across from Sequoya library. Also use the stop on Odana near Golf course. A slightly longer walk to Odana at Midvale will give me 15 minute service. So this is an improvement for me and my close neighbors.
3. Westmoreland neighborhood. I'm retired now, but in my working years I was on the 6 and going through Westmoreland most mornings and afternoons. There was heavy, steady ridership on Toepfer. Their isn't great pedestrian connection for that neighborhood to frequent service. I don't know what frequency there will be on the commuter route on Mineral Point. This is an unfortunate trade off.

From: [Cechvala, Michael](#)
To: [Metro Redesign](#); [Stuehrenberg, Justin](#)
Subject: FW: Feedback on draft plan
Date: Thursday, February 24, 2022 8:01:43 PM

FYI Ann Gullickson is the former Metro Deputy GM.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: Ann Gullickson <annpgullickson@gmail.com>
Sent: Thursday, February 24, 2022 7:19 PM
To: Metro Redesign <MetroRedesign@cityofmadison.com>
Subject: Feedback on draft plan

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

1. First and foremost, WHAT A GREAT REDESIGN! Impressive expanded area of high frequency. Overall, this plan is an impressive improvement for most riders.
2. I live in Midvale Heights, on Odell Street. Between Tokay and Odana, just West of Midvale. So I've had great service. My most frequently used stop is Tokay at Midvale, across from Sequoya library. Also use the stop on Odana near Golf course. A slightly longer walk to Odana at Midvale will give me 15 minute service. So this is an improvement for me and my close neighbors.
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From: [Blake Glueck](#)
To: [Metro Redesign](#)
Subject: Redesign feedback and questions
Date: Thursday, February 24, 2022 8:20:42 PM

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

Hello,

You guys are heroes. I spend enough thought trying to get myself to work everyday. You guys have to think about how the other 250,000 people in Madison get to work. You can't make everyone happy, but you guys are always courteous and are doing a great job at responding to feedback. The presentations are well-done. The meetings are structured. The decisions are data-driven but not without heart. The whole metro transit team is really going above and beyond to help our city.

I am in support of the proposal I saw on 2/24/2022. I currently live near Watts and High Point southwest of West Towne Mall. I ride the route 55 bus into Epic every day and occasionally go to the west transfer point to go downtown via the 63/73.

I also had a few questions.

1. Is the new plan easier to maintain operationally? What do bus drivers think of the routes? Are they longer? Do they give ample opportunity for bus drivers to be relieved? Are there more maintenance facilities dispersed across the city?
2. With the ridership focus at the expense of walking further, are there plans to improve bicycle access to routes? 2 people can bring their bikes on the bus. It would be helpful if there were better bicycle parking infrastructure near key stops. I'm not sure what those key stops would be, but I can imagine many people wanting to ride their bikes to the 15 minute frequency routes.
3. When can we expect to see tentative time tables? I'm curious how the D1 route will feed into the route 55 route. With the shift to more frequent routes, the time table doesn't matter as much especially for the 15-minute routes, but timing will matter for feeding into peak hour routes like the 55. I imagine we won't see timetables until the final proposal.
4. I know it's early to think about, but will there be any new development that goes along with the new 15-minute routes? I'm excited to see the city and the new network grow together. More medium or high density housing and commercial space along those frequent routes will allow more people to make use of the routes, which would introduce more demand for those routes. Hopefully that becomes a positive feedback loop to make the city more reliant on transit.

Keep up the good work,
Blake Glueck

From: [Patricia Splett](#)
To: [Metro Redesign](#)
Subject: Opposed to New Bus Route Design
Date: Thursday, February 24, 2022 8:46:42 PM

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

Hi,

The new proposed routes cut off most of my neighborhood. Cutting the #32 & #29 leave me walking more than a half a mile to catch the bus. I am opposed to this redesign. I bought a house to be near the bus stop. You need to keep stone stops on the Acewood Park end of Acewood Blvd and Starker.

When I look at all the maps it appears our neighborhood has more cut off areas and changes than most. Please reevaluate this.

Patricia Splett

Patricia Splett
Sent from my iPhone

From: spam-digest@cityofmadison.com
To: [Metro Redesign](#)
Subject: End User Digest: 2 New Messages
Date: Friday, February 25, 2022 9:53:23 AM



**End User Digest: 2 New Messages
For MetroRedesign@cityofmadison.com**

The messages in your personal Digest represent emails that have been filtered and sorted into different categories, giving you an opportunity to take action on them. Click the link in the Subject column to view the message.

[Request New End User Digest](#) [Request Safe/Blocked Senders List](#) [Manage My Account](#)

The emails listed in this section have been placed in your personal Quarantine. Click Release to deliver the email to your inbox. To continue to receive future emails from the sender, click Allow Sender. To report messages that are not spam but are included in the Spam - Quarantined section, click Not Spam.

Spam - Quarantined		
From	Subject	Action
xualessa@gmail.com	Saludo desde la fábrica de bicicletas GOUDA	Release Release and Allow Sender Block Sender
jadyhoguodacycle@163.com	Re:Bike Inquirymetroredesign2022-02-25 11:37:32	Release Release and Allow Sender Block Sender

For more information contact your System Administrator.

From: [Theresa K](#)
To: [Metro Redesign](#)
Subject: current drafted plan
Date: Friday, February 25, 2022 11:24:52 AM

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Thank you for your excellently facilitated session yesterday evening. Not only have you put extensive time, care & thought into the proposed plan -- but you clearly prepared for the gathering last night. Thank you for all especially for your attentiveness to equity, access & inclusion. More availability for our neighbors who more heavily rely on transit & who may work non-traditional hours is so important.

As for my feedback, beyond what I shared in my survey submission, I humbly ask that you take into account the needs & preferences of people who *chose* to ride. Mayor Rhodes-Conway said last night that the longer walks to stops were more commonly in more affluent areas. I'm okay with this reality on one hand, but on the other hand, unless people are leaving their cars parked at home --- Madison's traffic congestion will not decrease. Madison's level of CO2 emissions will not decrease. If riders like myself who *could* take the bus choose not to because it's significantly more inconvenient, we're not planning for the long-term needs of our city. Consider how often the weather isn't ideal in Madison. Consider poor sidewalk conditions, lugging more than a small shoulder bag...perhaps hauling a kiddo or two. The discontinuation of service along Nakoma Blvd (around Yuma), adds a significant walk for riders.

Car traffic is thick & fast along Seminole Hwy & Nakoma Rd, especially at peak hours. Comparing current service to the proposed service, ignores the loss of service that resulted when covid hit. Route 19 was heavily utilized, serving all types of riders & riders with varying needs. Please reconsider what even a partial return of service along Mohawk & Nakoma could mean for neighbors in the greater Nakoma area. Imagine if a family could easily hop on the bus to take themselves to a sporting event downtown (verses drive) or to a show on the square (verses drive). People who are able to and chose to live in the greater downtown area do so because of the proximity to resources & enrichment. I rode daily pre-covid and there were a number of people who rode that route with their young kid -- both landing on the square via (no longer available) route 19. One going to work and the other going to school or a care center. Or, parent(s) rode with their elementary school kid to Thoreau Elementary, and continued on to a campus or downtown location. These riders are important to the system, too. These neighbors are important to Metro ridership, especially long-term.

I care about transit because it's a necessity but also because its a more efficient way to move people. Please tend to opportunities to generate revenue for the system by choosing to equitably prioritize all users, including "riders by choice".

A very sincere thank you,
theresa kuehl
53711
608-220-3541

*I rode daily since 2012. I have to report to work in-person but due to loss of a direct, efficient route I now choose to drive my car to work. I contribute to congestion & the inability to find

parking downtown. With covid, I wasn't willing to take additional risk by being on a bus longer + having to transfer. I sincerely hope to return to being a daily commuter.

From: [Dahlke, Jacquelyn M](#)
To: [Metro Redesign](#)
Subject: Some questions about future service for Madison College Campuses: Comm Ave, Goodman South & Truax
Date: Friday, February 25, 2022 2:06:34 PM
Attachments: [image003.png](#)

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Hi...I have been studying the Metro Redesign Plan with the students and staff of Madison College in-mind. As such, I have these questions...

1. It appears that students/ staff moving between the [Truax Campus](#) and the [Comm Ave Campus](#) will need to take Route A & transfer to Route B; vice versa. I understand that service on Routes A & B will be provided every 15 minutes, or better. *In the existing bus schedule, with service departing every 30 minutes, it currently takes 26 minutes to get from Truax to Comm Ave; and either 24 minutes or 29 minutes to get from Comm Ave to Truax Campus.* **When the redesigned bus system begins in 2023, how long will it take for students/staff to move between these two campuses?** The Truax Campus & Comm Ave Campus are just 2.3 miles apart! **Will the time between campuses be *even shorter* after the BRT is fully operational in 2024?**
2. It appears that students/ staff moving between the [Truax Campus](#) and the [Goodman South Campus](#) will need to take Route A & transfer to Route B; vice versa. I understand that service on Routes A & B will be provided every 15 minutes, or better. *In the existing bus schedule, it currently takes over 50 minutes to get from Truax to Goodman South.* **When the redesigned bus system begins in 2023, how long will it take for students/staff to move between these two campuses?** The Truax Campus & Goodman South Campus are 10 miles apart. **Will the time between campuses *be even shorter* after the BRT is fully operational in 2024?**
3. The [Comm Ave Campus](#) & [Goodman South Campus](#) will BOTH be located on Route B. **When the redesigned bus system begins in 2023, how long will it take for students/staff to move between these two campuses? Will the time between campuses be *even shorter* after the BRT is fully operational in 2024?**
4. The students of Madison College have been using [bus passes](#), specifically produced for them by Metro Transit, for years-and-years. **When pre-BRT or BRT launches, will we be using these *same bus passes* or do we need to collaborate to *create something new*?**
5. The Truax Campus will be located on Route A. **Will we continue to use the same [bus shelters](#) that are in-place now....or will Metro Transit install *different or enhanced shelters* on Wright St?**
6. When the pre-BRT or BRT launches, will each of the major stations have "[real-time schedule info](#)" displayed? **In the case of our 3 Madison College campuses, will it be possible to have "real-time schedule info" displayed, as well?**

Thank you...Jackie



Jackie Dahlke

Transportation Program Analyst

Student Life Center - Room B1260 - Truax Campus

Madison Area Technical College

1701 Wright Street, Madison, WI 53704-2599

608.243.4072 (Office Phone)

608.246.6224 (Student Life Reception Desk)

608.444.5033 (Personal Cell)

dahlke@madisoncollege.edu

commuter@madisoncollege.edu

Madison College campuses, services & activities are impacted by coronavirus. For information, see <https://madisoncollege.edu/coronavirus>

Be in-the-know! Download the Madison College WolfPack Connect app.

GOOD NEWS for Spring Semester 2022!

Madison College will resume shuttle service between Goodman South & Truax campuses.

<https://madisoncollege.edu/campus-shuttle>

Madison Metro Bus (*students board using the Madison College Bus Pass*)

www.mymetrobus.com

RoundTrip (in Dane County - students & staff)

www.RoundTripGreaterMadison.org

RideShare, Etc. (*outside of Dane County - students & staff*)

www.rideshareetc.org

Wisconsin VanPool (*students & staff*)

<https://doa.wi.gov/Pages/StateEmployees/VanServingMadison.aspx>

From: [Lerdahl Park Neighborhood](#)
To: [Metro Redesign](#)
Subject: Lerdahl Park Neighborhood Association Concerns over metro redesign
Date: Saturday, February 26, 2022 9:20:27 AM

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Hello,

My name is Andrea Meade and I am both a member of the Lerdahl Park Neighborhood and president of their Neighborhood Association. I am emailing you today to express my displeasure and concern over the current redesign proposals for the Northside bus/transit service. These changes will be detrimental to our economically diverse neighborhood. A large percentage of our neighbors rely on the bus service to go to school, to work, grocery shop, etc. Removing bus stops at the Troy Gardens entrance and Mendota Mental Health entrance will be detrimental to our population to safely acquire transportation in the neighborhood. Reducing the frequency of the current routes will also negatively impact those who rely on this transportation for the aforementioned reasons.

It is critical that any and all changes are vetted through all the affected neighborhoods and their respective associations. I am asking that you strongly consider opposing these changes and seek to understand a better alternative if changes must still be made.

Thank you,
Andrea Meade, President
Lerdahl Park Neighborhood Association ([LPNA](#))
Join us on [Facebook](#)

From: [Ian And Wendy](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); [Mayor](#)
Subject: Negative northside impacts of potential metro redesign
Date: Saturday, February 26, 2022 9:33:19 AM

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Hello,

My name is Wendy Henderson and I am a member of the Lerdahl Park Neighborhood, having lived on Hintze Road for about 15 years.

The northside continues to be an afterthought in the metro and bike routes. The Lerdahl Park area is one of Madison's last remaining economically diverse neighborhoods. A large percentage of our neighbors rely on the bus service to go to school, to work, grocery shop, etc. Removing bus stops at the Troy Gardens entrance and Mendota Mental Health entrance will be detrimental to our population to safely acquire transportation in the neighborhood. Reducing the frequency of the current routes will make it even harder for people to access the rest of the city via public transportation.

I work in the city center and have been hoping for better, not worse access to the city by bus or safely by bike route. This is a step backward and I am asking you to push for more equitable access to buses in the city, not less.

I am asking that you oppose these changes and work to improve bus and bike routes to the northside.

Thank you,
Wendy Henderson

Sent from my iPhone

From: [URBAN ASSETS LLC](#)
To: [Kate Schulte](#)
Cc: [Metro Redesign](#)
Subject: RE: Metro Redesign Survey
Date: Monday, February 28, 2022 11:00:31 AM

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Hi Kate –

Thank you for reaching out and for your comments.

The plan is very much in draft form! We will be gathering input for the next month or so. The best way to provide input is to take the survey, which can be found [here](#). There are also two neighborhood meetings that you can participate in. The first is focused on District 14 (6 PM on March 17th) and the second is focused on the Southside (6 PM on April 7) in general. Please go to the project [website](#) to join the meetings.

I am also copying Metro staff so that they can respond to your questions and concerns.

Melissa

From: Kate Schulte
Sent: Sunday, February 27, 2022 5:15 PM
To: melissa@urbanassetsconsulting.com
Subject: Metro Redesign Survey

Hello Melissa,

You are hearing from someone whose service at the end of Rimrock Road will be cut off off at the end of Rimrock if Madison Metro's present Redesign Draft Plan is set in cement already. **Or is this Plan a plan yet to be finished?**

When looking through a copy of the Metro Transit Redesign Report (published January 28, 2022), I see the report dependent on a survey from 2,872 respondents. (This is only about 1% of Madiwon's population.) Like myself, many others didn't know you were taking input regarding this plan. I had been unable to attend ZOOM meetings . And I'm sure I'm not the only one in that situation.

Please take care and ask that Madison Metro's Network isn't redesigned too soon. I'm one who has had to use MadisonMetro's system all of my life, using an HP card. But if Rimrock service (and more of the Fish Hatchery Rd. service) is cut, I'll be walking in about a mile a day as I go to work at the FoodPantry.

It seems that the present Draft Plan considers frequency as one of the most important aspects of Bus system.

But remember;

-Frequency may be important to one who is used to quickly jumping into a car and traveling quickly all the time.

-But someone who is used to being more bus-dependent for transportation, is more used to being patient with their needed transportation.

Thanks,

Kate Schulte
City of Madison

From: [Sharmecia Brown](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: City Bus crash 12/31/21
Date: Monday, February 28, 2022 12:35:33 PM

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Hello

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I have reached out to numerous people via phone call and email and no one is responding. I really need to get this settled as I have been without a car, rentals, ubers, and the cost of paying others to provide transportation has been very difficult and costly.

Please direct someone to get in touch with me so that we can resolve this issue.

Thank you

--

Sharmecia Brown
Program Manager

[SHBF](#) | [Co-Conspirators](#) | [Facebook](#)

Urban Triage, Inc.

2312 S Park Street

Madison, WI 53713

P | (608) 299-4128

E | sbrown@urbantriage.org

W | www.urbantriage.org



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Bell Hooks*

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From: anything4BL@gmail.com
To: [Metro Redesign](#)
Subject: Transit redesign unfairly favors low-income areas of the city
Date: Monday, February 28, 2022 1:35:29 PM

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I sat in on the February 24, 2022 Transit Redesign presentation and at least some of the Q&A afterwards. Thank you for the informative presentation and for explaining some of the thought processes behind the proposed changes. Unfortunately, I don't think Mayor Rhodes-Conway truly appreciates (or cares) the extent to which her directive to provide better bus service to lower-income areas of the city is at the expense of bus riders from other areas of the city, who are a significant portion of Metro riders.

In addition to the several other emails I've sent you expressing displeasure at various aspects of the proposed changes, I did want to add that -- although making bus service better for areas of the city with high densities of low-income residents is a good and honorable thing -- I'm very disappointed that close, convenient bus service for the rest of us is being gutted in order to make that happen. The Mayor's directive to make these changes happen without raising the transit budget is resulting in the stripping away of historically good bus service for many of Metro's "bread and butter" riders who have used and supported our city's public transportation system for years, if not decades; that is, our current convenient and nearby bus service is being sacrificed because we are not "low-income enough" to warrant better consideration (and a larger piece of the transit budget pie) in the transit redesign process. This seems very unfair and even discriminatory.

I agree it's worthwhile to provide more frequent and convenient bus service to areas of the city with higher densities of low-income residents. However, in making that happen by (1) taking away convenient bus service from other areas of the city, rather than (2) increasing funding for public transportation in general, many long-term bus riders are basically being told "just deal with it". I'm not sure that is realistic, as many people who currently ride the bus because of its convenience do have other transportation options and/or the ability to work remotely from home, and at least some of these people will eschew public transportation because the bus routes are no longer convenient for them.

--

Michele Leighton
4634 Odana Road
Madison, WI 53711
608-512-6273 cell

From: guswalk@gmail.com
To: [Metro Redesign](#)
Subject: Question on network redesign
Date: Monday, February 28, 2022 8:06:22 PM

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

I am visually impaired and have some questions on the network redesign.

I live on H High Point Rd next to Dean Clinic West.

Right now I take Route 15 if I want to go downtown.

I walk almost a mile to Excelsior and Old Sauk to catch the 73 to go to work at Woodmans West on S. Gammon.

From what I think I see, I will now be able to catch Route H on Old Sauk and High Point and take this to Route A at Old Sauk and Junction to go downtown to the Square and State St.

And to get to Woodmans I would catch Route H going East and get off at Watts Rd.

Is this correct?

Thank you.

Jo Ann Gustavson

From: [Janice Lucchesi](#)
To: [Metro Redesign](#)
Subject: Bus Route 58
Date: Tuesday, March 1, 2022 8:19:30 AM

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

Metro ReDesign Team,

Why would you not have a bus route serve the Green Tree/little bit of Orchard Ridge neighborhood?? We have neighbors that work at the UW and downtown. The 58 service was 3 or 4 buses in the morning starting at 6:30ish and 3 or 4 buses in the afternoon starting at 3:00pm. Now the number seven (used to be the 3) is so full.

Thank you,

Janice

Janice J. Lucchesi

Office Manager
Center for Academic Excellence
L&S Student Academic Affairs
University of Wisconsin-Madison
B-3 Bascom Hall
500 Lincoln Dr.
Madison, WI 53706
Phone: 608-890-3376
Fax: 608-263-7126
jjlucchesi@wisc.edu

From: [PAMELA M THOMPSON](#)
To: [Metro Redesign](#)
Subject: Route 38?
Date: Tuesday, March 1, 2022 9:05:24 AM

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

Hi

I currently live on Spaight St and am looking at a place on Lindbergh St. I work on Linden Dr. I currently take the 38 from Jennifer to Linden Dr. The plan was to keep taking the 38 when I move. I am not seeing anything close to that on the proposed maps (but they are a little hard to read). Can you help me understand how I would get to work?

Thanks!

Pam

Pamela Thompson
College of Agricultural & Life Sciences
205 Agricultural Hall
1450 Linden Drive
Madison, WI 53706
608-890-0177
pamela.thompson@wisc.edu

In Office: W

Remote: M, T, R, F

From: spam-digest@cityofmadison.com
To: [Metro Redesign](#)
Subject: End User Digest: 1 New Message
Date: Tuesday, March 1, 2022 9:53:23 AM



**End User Digest: 1 New Message
For MetroRedesign@cityofmadison.com**

The messages in your personal Digest represent emails that have been filtered and sorted into different categories, giving you an opportunity to take action on them. Click the link in the Subject column to view the message.

[Request New End User Digest](#) [Request Safe/Blocked Senders List](#) [Manage My Account](#)

The emails listed in this section have been placed in your personal Quarantine. Click Release to deliver the email to your inbox. To continue to receive future emails from the sender, click Allow Sender. To report messages that are not spam but are included in the Spam - Quarantined section, click Not Spam.

Spam - Quarantined		
From	Subject	Action
sales@plasticoop.com	polycarbonate face shield	Release Release and Allow Sender Block Sender

For more information contact your System Administrator.

From: [KSENIJA BILBIJA](#)
To: [Metro Redesign](#)
Subject: route 8
Date: Tuesday, March 1, 2022 9:56:22 AM

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

The new proposal includes a change in the route 8 which is the only one that actually goes through the Sunset Village. Were you to change (eliminate) this route as it is, those of us who live in Sunset Village and use the bus regularly will have no other viable option for moving around the city and getting to work (route 6 that goes alternatively through Mineral Point has different stops on campus and University av. Routs are quite far away.

Maybe making stops further away from one another would be a good option.

Please leave route 8 as is for those of us who live in Sunset Village and use it to go to work.

Thank you,

Ksenija Bilbija

Ksenija Bilbija

Professor

Department of Spanish and Portuguese

University of Wisconsin-Madison

1070 Van Hise Hall

1220 Linden Drive Madison, Wisconsin 53706-1557

phone: (608) 262-2093

fax: (608) 262-9671

<https://www.amazon.com/cuerpo-Ksenija-Bilbija-Forcinito-Bernardita/dp/9562609448>

<https://uwpress.wisc.edu/books/3796.htm>

<https://www.dukeupress.edu/accounting-for-violence>

<https://www.library.wisc.edu/parallepress/pp-catalog/books/akademia-cartonera-a-primer-of-latin-american-cartonera-publishers/>

<https://spanport.wisc.edu/people/faculty/ksenija-bilbija>

From: [Tricia Johnson](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); [Lynch, Thomas](#); [Cechvala, Michael](#); [Bottari, Mary](#); [Mayor](#)
Subject: Northside bus route changes
Date: Tuesday, March 1, 2022 11:07:42 AM

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

Hello,

My name is Tricia Johnson and I am a member of the Lerdahl Park Neighborhood. I am emailing you today to express my displeasure and concern over the current redesign proposals for the Northside bus/transit service. These changes will be detrimental to our economically diverse neighborhood. A large percentage of our neighbors rely on the bus service to go to school, to work, grocery shop, etc. Removing bus stops at the Troy Gardens entrance and Mendota Mental Health entrance will be detrimental to our population to safely acquire transportation in the neighborhood. Reducing the frequency of the current routes will also negatively impact those who rely on this transportation for the aforementioned reasons.

It is critical that any and all changes are vetted through all the affected neighborhoods and their respective associations. I am asking that you strongly consider opposing these changes and seek to understand a better alternative if changes must still be made.

Thank you,
Tricia

From: [Steffie Halverson](#)
To: [Metro Redesign](#)
Subject: Proposed draft for metro assistance
Date: Tuesday, March 1, 2022 12:13:17 PM

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

Hi there, I really am having a hard time reading the proposed draft for Madison Metro. I don't know how much insight you can offer at this point, but I am trying to understand how this proposal could improve or worsen my options. I live close to Cottage Grove Road/Atwood intersections. Right now, the closest route that Metro Transit shows is bus 38 at Dempsey and Cottage Grove Rd (NB) to get to UW-Madison campus (specifically near State and Lake) to get to work by 8 am. Drexel and Cottage Grove Rd used to be a stop which was great because it saved time by not going through extra neighborhoods like the current 38 now does but has been eliminated. The only other option recommended is using Monona Express, which I do use, but is more expensive.

Thanks for any help to understand if the proposed draft would give me more options, particularly during rush hour (arriving by 8am and heading home starting at 4:30pm).

Take care,
Steffie Halverson

Steffie Halverson
Communication Arts Undergraduate Advisor
University of Wisconsin-Madison
Pronouns: she/her/hers

Face masks required to be worn (properly) in campus buildings and in-person academic advising appointments due to university policy regardless of Covid vaccination status. Not feeling well the day of your in-person meeting? Please reschedule or email me and we can switch to a phone or Teams meeting.

Schedule advising appointments through [Starfish](#).

From: [Nicol, Susan J](#)
To: [Metro Redesign](#)
Subject: hospital route
Date: Tuesday, March 1, 2022 3:11:06 PM

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

Hello! Thank you so much for taking feedback!

I would love to suggest a route for near west sides for winter particularly that allows a bus ride to the hospital front door in less time than it takes to walk. A route that cycles around Regent to Old University, to the hospital perhaps? The options currently available take so long that it doesn't make any sense to take the bus. But I would really like to! My address is 1901 Commonwealth Ave.

Susan Nicol, RN, Patient and family educator
Learning Center
[UWHealth](#)
E5/684

From: [Angelica SALINAS](#)
To: [Metro Redesign](#)
Subject: RE: Madison Metro Transit seeking feedback on proposed bus route changes: survey
Date: Tuesday, March 1, 2022 7:00:55 PM

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

Hi Metro,

How are you ensuring the people who are disadvantaged benefit from this redesign? How are you obtaining their feedback on this redesign?

I am a “privileged” bus rider meaning I take the bus but if needed I could pay for parking at the UW, I could drive further to catch a bus. My concern are the people who need close access to meet their basic necessities, such as access to a grocery store, doctors office, etc. Their needs should come first and we should be asking them what about this redesign draft means for them.

Thanks,

Angelica

Angelica Salinas, MS, CRC

Program Manager

Waisman Center - WISADDS

Phone: 608-263-8222

Email: Salinas2@wisc.edu

Website: <https://wisadds.waisman.wisc.edu/>

From: Transportation Parking Permits

Sent: Tuesday, March 1, 2022 4:36 PM

To: Angelica SALINAS

Subject: Madison Metro Transit seeking feedback on proposed bus route changes: survey

March 1, 2022

UW-Madison bus pass holders:

Madison Metro Transit is seeking feedback on their new [network redesign draft plan](#) through a [survey](#) and community listening sessions, as part of planning to restructure the city’s system of bus routes in 2023. We are sharing this information because you currently hold a UW-Madison employee bus pass.

The [network redesign draft plan](#) proposes a transit system with fewer routes that are more direct and frequent, while providing service coverage where it is needed most. Learn more about the transit network redesign project on the [Madison Metro website](#).

Your input on the network redesign draft plan will help guide Metro Transit on how to best serve the Madison area, including campus. **Here are ways you can provide feedback:**

- Take the [draft network plan survey](#)
- Attend virtual information sessions for UW students and employees. Instructions to join the sessions are posted on the [Metro Transit website](#). Sessions will be held:
 - Wednesday, March 23 at 3 p.m.
 - Thursday, April 14 at 7 p.m.
- Attend other community sessions listed on the [Metro Transit website](#)
- Email your comments to MetroRedesign@cityofmadison.com

Metro Transit staff will analyze community feedback and adjust the plan over the next few months.

Visit the [transit redesign page](#) to find news, updates, and more information on the network redesign project.

Visit covidresponse.wisc.edu for the most up-to-date campus Covid-19 response information and resources. Transportation Services updates on parking and transportation operations can be found at transportation.wisc.edu.

Thank you,
UW Transportation Services
cc: Unit Transportation Coordinators
UW Transportation Services Staff

From: [STEFAN L HASTENRATH](#)
To: [Metro Redesign](#)
Cc: [STEFAN L HASTENRATH](#)
Subject: REDESIGN@
Date: Wednesday, March 2, 2022 5:13:15 AM

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

MetroRedesign@cityofmadison.com

.....
W-02-Mar-22

mymetrobus@cityofmadison.com

.....
Save bus.04, it also serves STP, MATC, Centro Hispano, mercadito

METRO.TRANSIT.REDESIGN Sat-26-Feb-22

I had the privilege to study the 48 pages of the document . Here I send you some FEEDBACK.

*. Since the past century UW.Health had annual primary doctor visit and vaccinations in “University Station Clinic” on University Avenue 2880. I used to walk there from my home on shore of Lake Mendota. Then recently they changed it to their new building “South Park. 1102, Arboretum”. Far away I reached it well with bus.80 and at Dayton/Mills to bus.04, with stop at Fishhatchery/Midland. Also then bus.04 has good routing from South.Transfer.Point. northward.

* In the REDESIGN document I was shocked to see pages 5, 6, 27 : bus.04 eliminated and bus.75 not accessible to residents on westside and campus region

* Please keep bus.04 on its route. In REDESIGN avoid disasters.

Yours sincerely, Stefan Hastenrath

.....
Stefan Hastenrath.
3100 Lake Mendota Drive # 401
Madison, Wi, 53705
slhasten@wisc.edu

From: [Square](#)
Subject: A customer has requested a refund of \$762.54.
Date: Wednesday, March 2, 2022 6:53:25 AM

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



A customer has requested a refund of \$762.54.

Hello ,

A customer has requested a refund for \$762.54. They've filed a claim with their bank and the bank has reached out to us.

Visit your online [Square Dashboard](#) to check the status of the refund and send a refund receipt to your customer. To send a refund receipt from this page, click **Send Receipt**.

[Click here to check the status of this refund >](#)

When a customer requests a refund, Square immediately deducts the refund amount from your Square balance (funds from sales that are awaiting deposit). If your Square balance doesn't have sufficient funds to cover the refund amount, your linked bank account will be debited to process the refund.

For more information on how refunds work with Square, please visit our Support Center.

[SUPPORT CENTER](#)

Thanks,

[The Square Team](#)

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1455 MARKET STREET, SUITE 600
SAN FRANCISCO, CA 94103



From: [Martin Foys](#)
To: [Metro Redesign](#)
Subject: Route 80 bus wait area at Park and Langham
Date: Wednesday, March 2, 2022 7:10:35 AM

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

In the redesign of the bus routes, please consider the current policy of having route 80 buses idling in wait periods at the corner of Langham and Park. The buses' idling at the corner greatly obstructs vision for cars, bikes and pedestrians - because of heavy student foot traffic and the narrow street structure it is a serious safety hazard for all involved! At the very least, move the bus stop and waiting area further down Langham, away from the corner.

Thank you!

--

Martin K. Foys

Nancy C. Hoefs Professor of English,
Director of Graduate Studies, English Dept.
Director, [Digital Mappa](#)
Senior Editor, [Old English Poetry in Facsimile Project](#)
Co-Director, [The Virtual Mappa Project](#)

E: foys@wisc.edu

W: [CV, Publications, Courses, etc.](#)

P: he/him



From: [Russ Awe](#)
To: [Metro Redesign](#)
Subject: Draft Network
Date: Wednesday, March 2, 2022 8:23:02 AM

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

Hello

Can you explain how the "B" North route Southbound (currently 22) would interface with the BRT at North St., E Wash. and Milwaukee Street?

Would the B continue downtown or would a transfer be needed?

If the B does continue downtown, where does it go downtown and how far? UW Hospital? Park St.? State St.? Capitol?

I guess I would have the same questions for North bound. Where does the B start to go North?

Thanks much.

Russ Awe
PBS Wisconsin/WHA-TV
821 University Ave.
Room 3020
Madison, WI 53706
608-263-1566

From: [ROBERT LEMKE](#)
To: [Metro Redesign](#)
Subject: Question on routes
Date: Wednesday, March 2, 2022 9:47:16 AM

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

Hello,

I'm just trying to figure out how the new proposed routes would affect my daily routine.

As of right now I take the bus in the afternoon (around 4pm), getting on at N. Mills and Spring. I typically take the 44 bus but will get on the 4 bus on occasion. I park in lot 202 off of Wingra Dr. so the stop I would get off at is Wingra and Park if riding the 44 or Fish Hatchery and Wingra if riding the number 4 bus.

Looking at the plans it looks like both of these routes will no longer be in service, is that correct?

If so then it looks like I would need to start taking the new B bus route and get on at N. Park and West Dayton with my stop still being at Park St and Wingra. Is that correct?

Thank you of all your help,

Robert Lemke

Instrumentation Technologist II

University of Wisconsin – Madison

Space Science and Engineering Center

Phone: (608) 262-0294

rlemke@wisc.edu

From: [Valerie Waszak](#)
To: [Metro Redesign](#)
Subject: Lack of Park and Ride Lots
Date: Wednesday, March 2, 2022 10:02:03 AM

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

Hello,

I live in Cottage Grove and for 25 years, I have driven to Dutch Mill, East Towne or the North Transfer point to bus into downtown Madison for work. I am saddened to see that the proposed redesign has so few park and ride options.

Under the redesign, I could park in a residential area but in my view that is not being a good neighbor. Driving to a Sun Prairie park and ride simply makes no sense.

I suggest having a park and ride lot as close to Madison as possible, on Madison's north, east, west and south sides. I realize only one bus may travel to that lot but at least the thousands of us who travel from the suburbs would have options. Madison would benefit from having fewer vehicles on its streets and polluting its air.

Thank you very much for your time.

Valerie

From: [CARA ROCK-SINGER](#)
To: [Metro Redesign](#)
Subject: Nakoma Road Busline
Date: Wednesday, March 2, 2022 10:27:27 AM

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

Hi,

Before Covid, I used to use the 19 bus daily to get to work at the university. I understand that the redesign means that people will need to walk further to get to bus stops, but I wanted to bring up one reason why the Nakoma line is an important service for the community: many parents walk their kids to elementary school at Thoreau. The stop near the school used to mean that parents could do drop off and then go directly to work, and the bus line no longer going there means that more and more people are driving instead of walking because walking the half mile extra to a bus stop then adds significant time onto an already hectic morning. I also used to see staff from the school get off the bus to arrive at work at Thoreau, which is another reason why preserving a busline in close proximity to the school is important for the community.

Thanks,

Cara

CARA ROCK-SINGER (she/her)

Assistant Professor of Religious Studies

From: [EMILY J LICENCE](#)
To: [Metro Redesign](#)
Subject: Question about Bus 12
Date: Wednesday, March 2, 2022 10:37:47 AM

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

Hi,

I was looking at the Draft Plan Report and on the existing map it doesn't have the current bus route that I take (number 12 Dutch Mill/Capital Square). Does that mean that they will not be offering that bus soon?

https://www.cityofmadison.com/metro/documents/network-redesign/draftplan/TransitNetworkRedesign_DraftPlanReport.pdf

Thanks,

Emily

From: [Amy Marsman](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#); [Bottari, Mary](#); [Sanon, Reuben A](#)
Subject: Bus Route #22 - very concerned
Date: Wednesday, March 2, 2022 10:55:39 AM

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

Greetings, I'm writing about the proposal to remove the #22 bus stops on Troy Drive - at MMHI, Troy Farm and Troy Gardens Co-Housing. I live in this neighborhood and have served on the Lerdahl Park Neighborhood Association (LPNA) for many years. Over the last 10+ years, our quiet, beautiful, often-overlooked neighborhood has had a lot of residential turnover with many younger families moving in, my own included. We were shocked to learn that the bus stop so many of our neighbors and children use might be eliminated. Students attending East High School in particular would be at a distinct disadvantage. With many of our LPNA kiddos approaching MS and HS age, this greatly concerns us. Lerdahl Park is also economically diverse, and removing public transportation options for those who rely on the bus to get to work, school, the grocery store would be highly detrimental.

Additionally, Rooted at Troy Farm is working very hard to increase access, visibility and use of fresh foods and healthy spaces - all under an explicit race and equity lens. If we are going to truly tend to the racial and economic issues facing our city, transportation to and from spaces that focused on - or developed by and for - people of color must be taken into account. The loss of a bus stop at the farm would be a shocking set back. Troy Farm is not just a neighborhood gem, but citywide, and should be protected as the precious resource it is.

I urge you to find a different solution for this route and thank you for your service.

Sincerely,

Amy Marsman
LPNA Board
917-434-1291

From: [Natalie Callahan](#)
To: [Metro Redesign](#)
Subject: Metro redesign presentation- Dryden Terrace
Date: Wednesday, March 2, 2022 12:43:40 PM

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

Good afternoon,

My name is Natalie and I am a social service coordinator at Dryden Terrace apartments. A few of my residents have come to me to ask questions about the redesign plan and how that may affect a route that they often use. I was wondering if it would be possible to plan a presentation here to help address some of their questions? Please let me know if you have any further questions. I look forward to working with you!

Best,

Natalie Callahan (she/her/hers)

Service Coordinator
Meridian Group, Inc.
Dryden Terrace
1902 Londonderry Dr
Madison, WI 53704
608-241-3129 direct line
608-260-7802 fax
ncallahan@zmeridian.com
www.meridiangroupinc.net

From: [Kathryn Mueller](#)
To: [Metro Redesign](#)
Subject: Feedback on Metro Redesign
Date: Wednesday, March 2, 2022 7:30:13 PM

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

Hello,

I recently attended a public Zoom meeting regarding the Metro Redesign draft plan and would like to provide my feedback.

Overall, I like the shift to longer routes with more frequent bus times. It looks like a lot more areas will be much more accessible by bus which is something I appreciate.

I do have concerns about service that I mainly use, from Sherman Ave at Sherman Ter to the southeast side of the capitol square for work. The removal of bus access on Sherman at Sherman Ter has big impact on myself and the many people who pick up the bus at that bus stop. The morning bus during the school year has at least 6-8 people boarding and, in the summer, there 3-5 riders, some of whom are elderly residents, who board there most weekday mornings as well. I understand that some stops had to be removed however, moving the closest stops for us to Fordem or Johnson St. significantly increases the walk time to the bus stop. Fordem is at least a 10 minute walk from the bus stop and if you live in a building further from Sherman Ave, it is even longer. There is a shortcut through a parking lot in the Lakewood Gardens Condos but it is not accessible and can be dangerous at night. The Sherman Ter Condo property is fenced all around so you cannot cut through to the Briarwood parking lots either.

Additionally, for me to get to the Capitol Square, the way the current draft plan is, I would have to walk the 10 mins to Fordem and then get on the bus, then transfer right away at East Washington. Or stay on the D line and have another 10-15 min walk from Johnson Street to the opposite side of the Capitol Square. It shouldn't be this hard for me to get from my near northeast home to the Capitol Square.

The draft plan eliminates all of the convenience of riding the bus that I have now, and it will really deter me from using the bus to commute to work. Being on a bus line was an important part of the location that I selected when I bought my condo, and it is rather frustrating to me to see this proposal make bus access much harder.

Thank you for considering my feedback.

Katie

Kathryn Mueller
33 Sherman Ter

From: [STEFAN L HASTENRATH](#)
To: [Metro Redesign](#)
Cc: [STEFAN L HASTENRATH](#)
Subject: REDESIGN**
Date: Thursday, March 3, 2022 6:13:27 AM

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

MetroRedesign@cityofmadison.com

.....
R-03-Mar-22
W-02-Mar-22

mymetrobus@cityofmadison.com
.....

Save bus.04, it also serves STP, MATC, Centro Hispano, mercadito, Meriter.Hosp, Greenbush

METRO.TRANSIT.REDESIGN Sat-26-Feb-22

I had the privilege to study the 48 pages of the document . Here I send you some FEEDBACK.

*. Since the past century UW.Health had annual primary doctor visit and vaccinations in “University Station Clinic” on University Avenue 2880. I used to walk there from.my home on shore of Lake Mendota. Then recently they changed it to their new building “South Park. 1102, Arboretum”. Far away I reached it well with bus.80 and at Dayton/Mills to bus.04, with stop at Fishhatchery/Midland. Also then bus.04 has good routing from South.Transfer.Point. northward.

* In the REDESIGN document I was shocked to see pages 5, 6, 27 : bus.04 eliminated and bus.75 not accessible to residents on westside and campus region

* Please keep bus.04 on its route. In REDESIGN avoid disasters.

Yours sincerely, Stefan Hastenrath

.....
Stefan Hastenrath.
3100 Lake Mendota Drive # 401
Madison, Wi, 53705
slhasten@wisc.edu
.....

On Mar 1, 2022, at 3:08 PM, Transportation Parking Permits
<parkingpermits@fpm.wisc.edu> wrote:

March 1, 2022

UW-Madison bus pass holders:

Madison Metro Transit is seeking feedback on their new [network redesign draft plan](#) through a [survey](#) and community listening sessions, as part of planning to restructure the city's system of bus routes in 2023. We are sharing this information because you currently hold a UW-Madison employee bus pass.

The [network redesign draft plan](#) proposes a transit system with fewer routes that are more direct and frequent, while providing service coverage where it is needed most. Learn more about the transit network redesign project on the [Madison Metro website](#).

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 - Thursday, April 14 at 7 p.m.
- Attend other community sessions listed on the [Metro Transit website](#)
- Email your comments to MetroRedesign@cityofmadison.com

Metro Transit staff will analyze community feedback and adjust the plan over the next few months.

Visit the [transit redesign page](#) to find news, updates, and more information on the network redesign project.

Visit covidresponse.wisc.edu for the most up-to-date campus Covid-19 response information and resources. Transportation Services updates on parking and transportation operations can be found at transportation.wisc.edu.

Thank you,

UW Transportation Services

cc: Unit Transportation Coordinators

UW Transportation Services Staff

From: [e. o'brien](#)
To: [Metro Redesign](#)
Subject: feedback
Date: Thursday, March 3, 2022 4:14:56 PM

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

Good afternoon,

I've reviewed the proposed transit redesign maps and am concerned about the loss of direct neighborhood to downtown commuter route access for the Bridge Lakepoint Waunona Neighborhood. It also does not appear that the proposed redesign improves transportation access or amenities for our neighborhood. I see this as a gross oversight given the demographics of the neighborhood which includes some of the highest concentrations of subsidized housing units and children in need of free and reduced lunch in the city (two indicators of low-income).

If ridership is low from this neighborhood it's because we've never had adequate transit options so there's not been much to take advantage of.

One thing that's always been deficient and seems to also be an equity issue is that we've had no easy/direct way to get downtown on weekends and evenings. That means this community has little access to hospitality/tourism related employment opportunities, nor all of the fun, free, or educational things the city invests money in to provide community enrichment. Things like concerts on the square or other festivals, farmers markets, etc.

I think the city should be thinking about equal access to downtown amenities in addition to employment. If there's not enough money in the budget to run daily routes from this and other low income neighborhoods to downtown, I'd like to see a portion of the city's transit budgets be reallocated towards grants that would provide the network of neighborhood centers with special event grant support so they could run shuttles to popular city-hosted events.

Thank you for your consideration of this feedback,

Erin O'Brien

608-695-7511

From: [Dave Davis](#)
To: [Cechvala, Michael](#); [Sobota, Timothy](#); [Metro Redesign](#)
Cc: [Thomas Mertz](#); [Carrie Rothburd](#); [Kitchel, Lisie E - DNR](#)
Subject: Questions about the maps shown in "Appendix C: Travel Time Maps"
Date: Thursday, March 3, 2022 11:10:58 PM

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

Hello Mike and Tim,

I hope all is well with you and I hope you can add some clarity to the following.

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Regards,

Dave

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Dave Davis
210 Koster St

Madison, WI 53713
608 257-3305

From: [Dave Davis](#)
To: [Cechvala, Michael](#); [Sobota, Timothy](#); [Metro Redesign](#)
Cc: [Thomas Mertz](#); [Carrie Rothburd](#); [Kitchel, Lisie E - DNR](#)
Subject: Questions about the maps shown in "Appendix C: Travel Time Maps"
Date: Thursday, March 3, 2022 11:10:59 PM

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From: Sobota, Timothy
 To: Cechvala, Michael
 Cc: Metro Redesign
 Subject: RE: Questions about the maps shown in "Appendix C: Travel Time Maps"
 Date: Friday, March 4, 2022 8:48:07 AM
 Attachments: Image001.png
 Image002.png

Mike-

Was going to send this below... but got confused myself – why wouldn't map show retained access from South Transfer Point a few minutes up Route 5 or out Route 16 (similar to up Route 4 and out Route 40)?

To the extent only anticipated trip frequencies for draft routes have been established (i.e. operating every 15, 30, 60 minutes, etc) – the maps generally use the following assumptions:

1. Average walking time from origin location to an available route
2. Average wait time to board available route (average is calculated as one-half the frequency... meaning a route operating hourly would have a 30 minute "average" wait time)
3. Estimated travel time on route
4. Average walking time in any direction upon exiting route

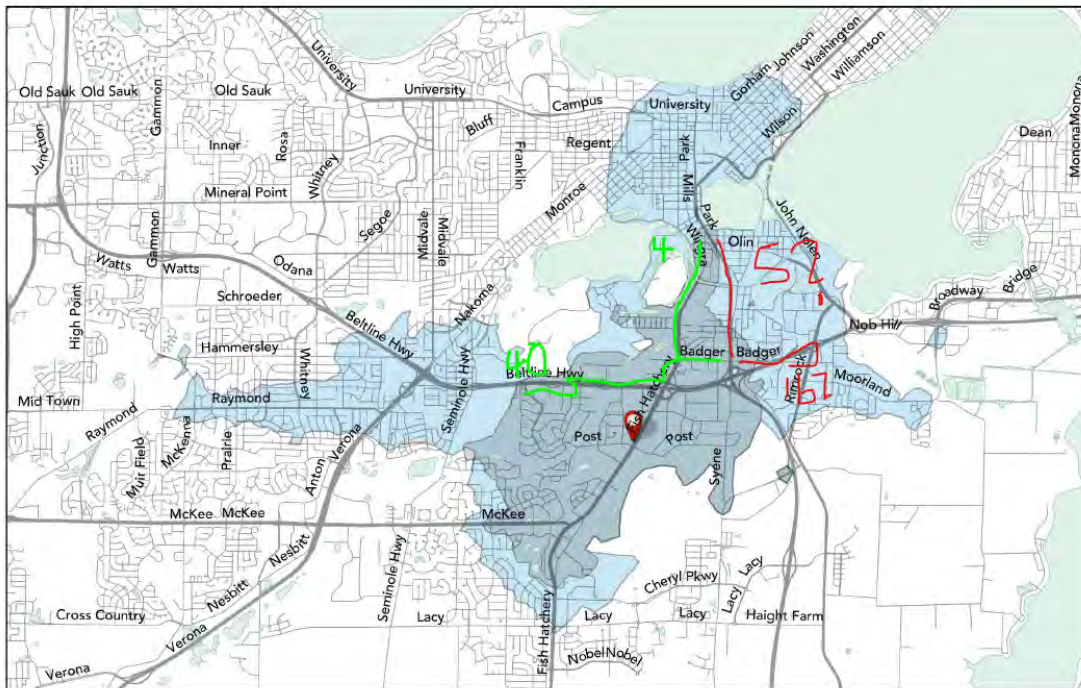
When considering travel across more than one route, an average wait time is inserted transferring between the two routes (plus, any walking time between those routes... such as exiting an eastbound route on W Johnson and walking north to University Avenue to catch a westbound route).

This same methodology was used to create a model for the existing (timed) transfer point system – which, while not ideal (assuming buses are consistently able to arrive and depart from transfer points in a timely manner), does permit an even comparison.

That being said, under those conditions, your methodology below would be modeled on the maps along the lines of:

1. 15 minute wait for Route 40 (trips operate every 30 minutes during weekdays northbound along Fish Hatchery at Post)
2. 6 minutes approximate ride to South Transfer Point [21 mins]
3. Transfer waits of 15 minutes for Routes 4, 5, 16 & 40 (that operate every 30 minutes) [36 mins]; but 30 minutes for Routes 13 and 18 (via Midvale, or via Hammersley) [51 mins]
4. Combined ride/final walk access of up to 9 minutes only along Routes 4, 5, 16 or 40 (the hourly Route 18 variants, and hourly Route 13 timed out at 51 minutes above).

Fish Hatchery at Post on weekdays at noon using: the Draft Plan Network?



Timothy Sobota
 Transit Planner
 P: (608) 261.4289
 metro transit
 1245 E. Washington Ave. Ste. 201
 Madison, WI 53703
www.metro.wisconsin.gov

From: Dave Davis
Sent: Thursday, March 3, 2022 11:11 PM
To: Cechvala, Michael ; Sobota, Timothy ; Metro Redesign
Cc: Thomas Mertz ; Carrie Rothburd ; Kitchel, Lisie E - DNR
Subject: Questions about the maps shown in "Appendix C: Travel Time Maps"

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From: [Cechvala, Michael](#)
To: ["Dave Davis"](#); [Sobota, Timothy](#)
Cc: [Metro Redesign](#)
Bcc: [Florencio-Morales, Delfina](#); [Daniel Costantino](#); [Chris Yuen](#)
Subject: RE: Questions about the maps shown in "Appendix C: Travel Time Maps"
Date: Friday, March 4, 2022 10:39:11 AM

Hi Dave, I'm forwarding your question on to Jarrett Walker staff. I agree that with an average wait of 15 minutes, a 15 minute ride on Route 40 to the South Transfer Point, and another 15 minute ride you should be able to get to places like the Capitol Square on Route 5, Broadway/Bridge on Route 16, and Frontage/Whenona on Route 18.

Since Route 13 runs hourly, no destinations on Route 13 would be accessible within 45 minutes because you have an average wait of 30 minutes plus a 15 minute ride to the South Transfer Point. I suspect the answer may be in how the two different hourly branches of Route 40 are coded, or how transfers are handled at the South Transfer Point. I'll let you know what they say.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Dave Davis

Sent: Thursday, March 03, 2022 11:11 PM

To: Cechvala, Michael ; Sobota, Timothy ; Metro Redesign

Cc: Thomas Mertz ; Carrie Rothburd ; Kitchel, Lisie E - DNR

Subject: Questions about the maps shown in "Appendix C: Travel Time Maps"

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Date: Friday, March 4, 2022 12:30:14 PM

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Hi Mike cc Tim:

Here's my assessment of what's going on here. It's a little more complex than I'd like in terms of explaining a simplified analysis, but it is IMO justifiable. Let me know how this sounds to you.

Big picture: I wonder if we should update Appendix C specifically to say "on weekdays in the middle of the day" rather than "on weekdays at noon". I think this would cover most of the question of accuracy of the maps. What do you think?

- The first and most important point is that these maps are not schedule-based, they are frequency based, as you alluded to. So instead of saying specifically that these maps show where you can get to "at noon on a weekday", it might be more accurate to say "on average, in the middle of the day, on a weekday". If it helps, you can imagine a frequency-based isochrone as depicting something like the average area accessible, if you might depart at anytime between 11 AM and 1 PM.
- As a result, the assumption would be a 15 minute wait for a bus at Fish Hatchery & Post, since Route 40 operates every 30 minutes from that location to South Transfer Point.
- The other thing that happens here is the transfer at South Transfer Point. In the schedule, Route 40 at South Transfer Point arrives 5 minutes before the pulse, so the transfer wait would be 5 minutes. However, when we were building the access tool and reviewing pulses in the schedule, we found that different routes' schedules (and sometimes different directions on the same route) included different pulse wait times, ranging from 5 to 10 minutes. We chose to model an 8 minute pulse wait for all connections. This is much better than the non-pulse situation, doesn't penalize 5 minute waits too badly, but also doesn't over-represent the achievements of the pulse where it requires longer waits on certain routes or directions (e.g. at STP Routes 4, 5 and 13 require 8 to 10 minute waits in the southbound direction).
- So, by the time someone from Fish Hatchery & Post gets on their second bus, they've waited for an average of 23 minutes in our model (vs. 20 in "average reality", but also in "average reality" they'd wait 24-25 minutes coming back in the opposite direction on the 4 or 5). They've also ridden Route 40 for 15 minutes, so now have been traveling for a total of 38 minutes. This leaves 7 minutes to keep going north, which gets you just about to Park & Fish Hatchery, as shown on the isochrone map. Also worth noting these numbers assume zero walk to Fish Hatchery & Post, which wouldn't be true for most people.

Thanks,

Daniel Costantino

Principal Associate

Jarrett Walker + Associates

"Let's think about transit"

971 277 3629

daniel@jarrettwalker.com

www.jarrettwalker.com

On Fri, Mar 4, 2022 at 8:39 AM Cechvala, Michael <MCechvala@cityofmadison.com> wrote:

Hi Dave, I'm forwarding your question on to Jarrett Walker staff. I agree that with an average wait of 15 minutes, a 15 minute ride on Route 40 to the South Transfer Point, and another 15 minute ride you should be able to get to places like the Capitol Square on Route 5, Broadway/Bridge on Route 16, and Frontage/Whenona on Route 18.

Since Route 13 runs hourly, no destinations on Route 13 would be accessible within 45 minutes because you have an average wait of 30 minutes plus a 15 minute ride to the South Transfer Point.

I suspect the answer may be in how the two different hourly branches of Route 40 are coded, or how transfers are handled at the South Transfer Point. I'll let you know what they say.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Dave Davis <davis_da@charter.net>

Sent: Thursday, March 03, 2022 11:11 PM

To: Cechvala, Michael <MCechvala@cityofmadison.com>; Sobota, Timothy <TSobota@cityofmadison.com>; Metro Redesign <MetroRedesign@cityofmadison.com>

Cc: Thomas Mertz <tjmertz@sbcglobal.net>; Carrie Rothburd <crothburd@gmail.com>; Kitchel, Lisie E - DNR <Lisie.Kitchel@wisconsin.gov>

Subject: Questions about the maps shown in "Appendix C: Travel Time Maps"

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

Hello Mike and Tim,

I hope all is well with you and I hope you can add some clarity to the following.

I've been looking at the coverage areas provided by the current transit system as well as the proposed new routes as shown in **Appendix C: Travel Time Maps**, <https://madison.legistar.com/View.ashx?M=F&ID=10441390&GUID=ECA1CC37-55E7-48B3-9B26-37D4A6ADF11C>. I have some questions about the map on page 13, which is the only one I've studied so far, that shows "How far can I travel in 45 minutes from Fish Hatchery at Post on weekdays at noon using: the Draft Network Plan." That map shows the current coverage area and the anticipated future coverage area, as well as the area that would no longer be reachable in 45 minutes (waiting + walking + riding). That map appears to be based on a bus that arrives at Post Rd and Fish Hatchery Rd at approximately noon on

weekdays.

Currently Route 40, which is a loop route, arrives at the intersection of Post Road and Fish Hatchery Road at about 12:10 PM on weekdays, and then arrives at the South Transfer Point at about 12:25 PM. The following buses all depart from the South Transfer Point at 12:30 PM on weekdays and arrive at the listed destinations at around 12:45 PM:

Route 5 - arrives at Main St and Carroll St at 12:46 PM.

Route 13 - arrives at S. Park St and Fish Hatchery Road at 12:44 PM.

Route 16 - arrives at Broadway and Bridge Road at 12:47 PM.

Route 18 - arrives at Midvale Blvd and Nakoma Road at 12:45 PM.

None of those four destinations appear to be within of the area shown on the map that's designated as "Retained Access." I'm assuming that "Retained Access" indicates areas that, in this case, are currently reachable within 45 minutes of catching the first bus traveling past at the intersection of Post Rd and Fish Hatchery Road at around noon, and I feel that's a conservative assumption. I'm also assuming that transfers from the Route 40 bus to other routes are allowed.

Clearly, I'm missing something and I'm hoping that one of you will be able to tell me what that is. Were the maps in Appendix C based on the current bus schedule or was some theoretical schedule used? What assumption(s) was/were those maps based on? If this map is wrong, then it seems likely that all of the other maps shown in Appendix C are also wrong.

Regards,

Dave

--

Dave Davis

210 Koster St

Madison, WI 53713

608 257-3305

From: [Dave Davis](#)
To: [Cechvala, Michael](#); [Sobota, Timothy](#)
Cc: [Metro Redesign](#); [Thomas Mertz](#); [Carter, Sheri](#)
Subject: Re: Questions about the maps shown in "Appendix C: Travel Time Maps"
Date: Friday, March 4, 2022 12:40:18 PM

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Hello Mike,

I'm not trying to start a fight with people I used to work with; but, the parameters specified on the map shown on page 13 of Appendix C specifically state "**How far can I travel in 45 minutes from Fish Hatchery [Rd] at Post [Rd] on weekdays at noon using: the Draft Network Plan.**" Therefore, that map presumably compares coverage based on the proposed new system with coverage based on the current system (i.e. routes and schedules) and not on some theoretical bus ride. The current bus routes and schedules were the basis of my analysis. If Jarret Walker is going to use something other than the actual routes and/or schedules, without stating that fact, it's misleading at best and they need to make that fact clear to anyone who may look at Appendix C. I doubt that many people do more than just look at the maps. The fact that Jarrett Walker's methodology produces a result that is skewed to favor the proposed new system is especially concerning and I expect that all of the maps in Appendix C are problematic.

As my e-mail stated, based on the current bus schedules, the actual wait time to transfer at the South Transfer Point would be 5 minutes for all four of the routes I referred to. That's substantially less than the 30 minute wait time for the Route 13 bus that you appear to be supposing. Frankly, I find the assumption of that 30 minute wait time to be unacceptable. I'm now wondering about the relevance of the other graphics used in your reports and presentations. With the right assumptions and parameters, you can produce whatever result you want.

I've copied Alder Carter and TJ Mertz, since they both have an interest in the proposed new system and may want to add to the discussion.

Thanks for your quick response,

Dave

--

Dave Davis
210 Koster St
Madison, WI 53713
608 257-3305

On 3/4/2022 10:39 AM, Cechvala, Michael wrote:

Hi Dave, I'm forwarding your question on to Jarrett Walker staff. I agree that with an average wait of 15 minutes, a 15 minute ride on Route 40 to the South Transfer Point, and another 15 minute ride you should be able to get to places like the Capitol Square on Route 5, Broadway/Bridge on Route 16, and Frontage/Whenona on Route 18.

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I suspect the answer may be in how the two different hourly branches of Route 40 are coded, or how transfers are handled at the South Transfer Point. I'll let you know what they say.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Dave Davis

Sent: Thursday, March 03, 2022 11:11 PM

To: Cechvala, Michael ; Sobota, Timothy ; Metro Redesign

Cc: Thomas Mertz ; Carrie Rothburd ; Kitchel, Lisie E - DNR

Subject: Questions about the maps shown in "Appendix C: Travel Time Maps"

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Hello Mike and Tim,

I hope all is well with you and I hope you can add some clarity to the following.

I've been looking at the coverage areas provided by the current transit system as well as the proposed new routes as shown in **Appendix C: Travel Time Maps**, <https://madison.legistar.com/View.ashx?M=F&ID=10441390&GUID=ECA1CC37-55E7-48B3-9B26-37D4A6ADF11C>. I

have some questions about the map on page 13, which is the only one I've studied so far, that shows "How far can I travel in 45 minutes from Fish Hatchery at Post on weekdays at noon using: the Draft Network Plan." That map shows the current coverage area and the anticipated future coverage area, as well as the area that would no longer be reachable in 45 minutes (waiting + walking + riding). That map appears to be based on a bus that arrives at Post Rd and Fish Hatchery Rd at approximately noon on weekdays.

Currently Route 40, which is a loop route, arrives at the intersection of Post Road and Fish Hatchery Road at about 12:10 PM on weekdays, and then arrives at the South Transfer Point at about 12:25 PM. The following buses all depart from the South Transfer Point at 12:30 PM on weekdays and arrive at the listed destinations at around 12:45 PM:

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Clearly, I'm missing something and I'm hoping that one of you will be able to tell me what that is. Were the maps in Appendix C based on the current bus schedule

or was some theoretical schedule used? What assumption(s) was/were those maps based on? If this map is wrong, then it seems likely that all of the other maps shown in Appendix C are also wrong.

Regards,

Dave

--
Dave Davis
210 Koster St
Madison, WI 53713
608 257-3305

From: [Haack, Jennifer](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); [Bottari, Mary](#); [Lynch, Thomas](#)
Cc: [Haack, Jennifer](#)
Subject: Northside Business Association-Response to Bus Route Changes
Date: Friday, March 4, 2022 2:25:43 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[NBA Response to Metro Changes.pdf](#)

Importance: High

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To our Madison leaders,
I am writing as president of the Northside Business Association, Inc. Please see the attached letter regarding our collective thoughts, opinions and concerns regarding the proposed changes to the bus routes in our community. Please consider this information during your planning and decisions.

Should you have any questions, reach out any time.
Thank you and stay safe!

Jennifer



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From: [Square](#)
Subject: A customer has requested a refund of \$928.45.
Date: Friday, March 4, 2022 4:26:00 PM

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



A customer has requested a refund of \$928.45.

Hello ,

A customer has requested a refund for \$928.45. They've filed a claim with their bank and the bank has reached out to us.

Visit your online [Square Dashboard](#) to check the status of the refund and send a refund receipt to your customer. To send a refund receipt from this page, click **Send Receipt**.

[Click here to check the status of this refund >](#)

When a customer requests a refund, Square immediately deducts the refund amount from your Square balance (funds from sales that are awaiting deposit). If your Square balance doesn't have sufficient funds to cover the refund amount, your linked bank account will be debited to process the refund.

For more information on how refunds work with Square, please visit our Support Center.

[SUPPORT CENTER](#)

Thanks,

[The Square Team](#)

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1455 MARKET STREET, SUITE 600
SAN FRANCISCO, CA 94103



From: [Sophia Kendall](#)
To: [Metro Redesign](#)
Subject: RE: Healthcare Industry Contact List
Date: Friday, March 4, 2022 4:31:57 PM

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

Hi,
Hope you are doing well.
Any updates regarding my previous email mentioned below.
If you are willing to try let me know your criteria in the below format, So that I can get back to you with more information as per your requirement.

Target Industry: _____?

Target Geography: _____?

Target Job Title: _____?

Looking forward to hear back from you.

Regards,

Sophia

From: Sophia Kendall [mailto:sophia.kendall@leadaffix.com]

Sent: Thursday, February 24, 2022 8:27 AM

To: 'metroredesign@cityofmadison.com'

Subject: Healthcare Industry Contact List

Hi,
Hope you are doing great.
Would you be interested in acquiring **Healthcare Industry Contact List** to grow your sales and marketing campaign?

If it sounds good let me know your **Target Geography: _____? Target Job Title: _____?**

So that I can get back to you with **Counts and Pricing** details for your review.

Looking forward to hear back from you.

Regards,

Sophia Kendall

Marketing Executive

From: [Eugene Dargenio](#)
To: [Metro Redesign](#)
Subject: New map and 30 stops
Date: Friday, March 4, 2022 5:13:59 PM

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

I've taken Madison Metro for years. I have a medical condition, preventing me from driving! It's helped a great deal! I must say the new system is very confusing, especially when it comes to transferring. My existing stop is Swanton and Milwaukee, are there any changes.? Is the 30 being split between Walmart and Swanton?

From: [Amazon.com](https://www.amazon.com)
Subject: Important Notice: Your Amazon Order #114-3074715-9049024
Date: Saturday, March 5, 2022 8:06:50 AM

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

Hi ,

However, it looks like we weren't able to charge your payment method for this order.

To update your payment method, and make sure you can continue to using Amazon.com, click below and update your payment method:

<https://www.amazon.com/your-account/order-summary.html?orderId=114-3074715-9049024>

We'll attempt to process the charge for this order until payment is complete.

A charge can be declined for a variety of reasons. If you used a credit or debit card, you might want to contact the issuing financial institution for more information.

To learn more about Amazon.com payment issues, go to:

<https://www.amazon.com/help/fixpayment>

Note: This e-mail was sent from a notification-only address that cannot accept incoming e-mail. Please do not reply to this message.

Thank you for shopping at Amazon.com

We look forward to seeing you again soon,
Amazon.com Customer Service

<https://www.amazon.com>

From: [Terri Gregory](#)
To: [Metro Redesign](#)
Subject: bad, bad redesign
Date: Sunday, March 6, 2022 11:15:46 PM

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

I depend on the bus to maintain a very busy schedule. Every single thing I do now will take much longer. I won't be able to visit my gym or my doctors nearly as often as I do now. Shopping will be more inconvenient. I will be more dependent on weekend rides from friends.

And as for the buses going through downtown, NO ONE GOES THERE! Of all my destinations, that's the least frequent.

Every single time the bus system is redesigned it becomes less convenient and we need to get used to new schedules yet again for no good reason. Where do you think people live who use the bus? Not where you've got the new routes. You're going to see ridership collapse and more people driving during the week. You've made a serious error in judgment.

No vote for the current mayor from me, if she chooses to run.

--

Terri Gregory
Gregory Editing and Communications
www.gregoryedits.com

From: [Todd Schwanke](#)
To: [Metro Redesign](#)
Subject: Redesign - North transfer point info?
Date: Monday, March 7, 2022 8:39:14 AM

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

Redesign Team:

It would be helpful to more directly address the removal of the North Transfer Point and alternatives in the proposed plan. I can only find it mentioned twice in the proposal and it doesn't address the approx. 100 cars per day that park at the NTP and take a bus into town. I find this an interesting decision given that:

- This will likely push more cars into the Johnson/Gorham corridor at peak times and put more pressure on capitol and campus parking
- In the past the NTP has often been parked full
- If the 28 had been made a limited stop to reduce the travel time into downtown and campus would have made it an even more appealing route, it is likely the ridership would have been even much higher (which would have necessitated a larger NTF lot).

Providing more info on this now would

- Save time in the meetings. I would expect this to be a common question.
- Allow this significant group of riders to think in advance about the implications of these changes
- Make it more clear what the options are to the 28 from the NE side into downtown (this is difficult to see on the maps)

Thank you,

Todd Schwanke (he/him)

Access Consultant / Associate Director of Accommodations & Technology

McBurney Disability Resource Center

University of Wisconsin - Madison

(voice) (608) 263-2741 [front desk]

(text) (608) 225-7956 [front desk]

www.mcburney.wisc.edu

[McBurney Connect](#) (Students can apply for and make accommodation selections; instructors can view *Faculty Notification Letters* online)

From: [Todd Schwanke](#)
To: [Metro Redesign](#)
Subject: Redesign time and UW student off-campus housing, and riders with disabilities
Date: Monday, March 7, 2022 8:47:17 AM

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

Redesign team:

Please consider the timing of the redesign plan, implementation, and communication on off-campus student housing decisions... and particularly for riders with disabilities... and particularly where service will be reduced or eliminated. UW students often sign leases a year in advance and tend to heavily rely on the Metro system. I'm concerned that students will sign leases in 2022-2023 based on current routes and then find when they move in in summer or fall 2023 that they are no longer near a fixed bus route. This could have a mix of results, including financial hardship, loss of access to job opportunities, and an increased demand for paratransit services. And this could be particularly impactful for riders with disabilities who cannot walk those extra blocks, won't be able to make it through snow the extra distance, and/or who don't have the financial means to use alternatives. One of the most challenging situations we encounter is when a student with a mobility or chronic health disability living off-campus in Madison finds that they do not live near a Metro bus route, when they could otherwise be a rider of a fixed route.

Thanks,

Todd Schwanke (he/him)

Access Consultant / Associate Director of Accommodations & Technology

McBurney Disability Resource Center

University of Wisconsin - Madison

(voice) (608) 263-2741 [front desk]

(text) (608) 225-7956 [front desk]

www.mcburney.wisc.edu

[McBurney Connect](#) (Students can apply for and make accommodation selections; instructors can view *Faculty Notification Letters* online)

From: spam-digest@cityofmadison.com
To: [Metro Redesign](#)
Subject: End User Digest: 1 New Message
Date: Monday, March 7, 2022 9:54:23 AM



**End User Digest: 1 New Message
For MetroRedesign@cityofmadison.com**

The messages in your personal Digest represent emails that have been filtered and sorted into different categories, giving you an opportunity to take action on them. Click the link in the Subject column to view the message.

[Request New End User Digest](#) [Request Safe/Blocked Senders List](#) [Manage My Account](#)

The emails listed in this section have been placed in your personal Quarantine. Click Release to deliver the email to your inbox. To continue to receive future emails from the sender, click Allow Sender. To report messages that are not spam but are included in the Spam - Quarantined section, click Not Spam.

Spam - Quarantined		
From	Subject	Action
Jadyhoguodacycle@163.com	Re:Bike Inquirymetroredesign2022-03-07 13:11:16	Release Release and Allow Sender Block Sender

For more information contact your System Administrator.

From: [Jim Denham](#)
To: [Metro Redesign](#)
Subject: Question about Metro proposed reDesign service in Fitchburg
Date: Monday, March 7, 2022 12:26:48 PM

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

Hello:

My name is Jim and I just attempted to take your Metro redesign survey! I am totally blind and the maps listed on the first page of the survey are not accessible to individuals using screen reading software. I appreciate Metro including an email link for individuals who cannot utilize these maps. I currently live in Fitchburg and rely on route 49 to get to and from work. I'm just wondering what impact the proposed redesign will have on this route? I think it is very important that Metro continues to serve communities just outside the Madison city limits, such as Fitchburg, as many individuals rely on this service.

If you could provide me a detailed explanation of what the maps portray on the changes to Route 49, I would truly appreciate it.

Thank you.

Jim

Students who are blind or visually impaired are invited to [apply by April 8 for a Council scholarship](#) of up to \$2,000.

From: [Natalie Callahan](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: Metro redesign proposal concerns
Date: Monday, March 7, 2022 12:31:34 PM
Attachments: [Teaira Metro Transit form.pdf](#)
[Brett M. Metro Transit form.pdf](#)

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

Good afternoon,

My name is Natalie and I am the service coordinator at a housing property on the north side of Madison. A few of my residents have expressed concerns over the Metro redesign plan, so I am helping fill out comment forms to scan and send over on their behalf. If you have any questions or trouble accessing the documents please do not hesitate to reach out.

All the best,

Natalie Callahan (she/her/hers)

Service Coordinator

Meridian Group, Inc.

Dryden Terrace

1902 Londonderry Dr

Madison, WI 53704

608-241-3129 direct line

608-260-7802 fax

ncallahan@zmeridian.com

www.meridiangroupinc.net

From: [Natalie Callahan](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: Metro redesign proposal concerns
Date: Monday, March 7, 2022 12:31:35 PM
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From: [Natalie Callahan](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: Metro redesign proposal concerns
Date: Monday, March 7, 2022 12:31:36 PM
Attachments: [Teaira Metro Transit form.pdf](#)
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From: [Natalie Callahan](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: Metro redesign proposal concerns
Date: Monday, March 7, 2022 12:31:37 PM
Attachments: [Teaira Metro Transit form.pdf](#)
[Brett M. Metro Transit form.pdf](#)

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Natalie Callahan (she/her/hers)

Service Coordinator

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1902 Londonderry Dr

Madison, WI 53704

608-241-3129 direct line

608-260-7802 fax

ncallahan@zmeridian.com

www.meridiangroupinc.net

From: [Natalie Callahan](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: Metro redesign proposal concerns
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Service Coordinator

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All the best,

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Madison, WI 53704

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ncallahan@zmeridian.com

www.meridiangroupinc.net

From: [Adrian Treves](#)
To: [Metro Redesign](#)
Subject: concerned about MTA bus route redesign plan
Date: Monday, March 7, 2022 1:47:47 PM

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

good day MTA

The draft redesign will create a serious commuting problem for my family and my community. My family lives in 53705 between Old Sauk and Mineral Point.

The recent elimination of route 14 and now the proposed elimination of buses stopping on Old Middleton and Old Sauk Road off-peak will inconvenience large swathes of suburban residents. The creation of a new peak-only Y route that takes Old Sauk Road would be of little help because as you noted, "Several peak-only routes would run every 30 minutes during morning and evening rush hours only..." which would create serious commuting barriers for those who teach at the university (often off-peak timing or take second shifts at hospital, university, capitol, etc. Although you noted this neighborhood would be inconvenienced, you do not acknowledge the large number of people that commute off-peak to downtown from this area.

Have you surveyed disabled users of the bus stops between Old Sauk and Mineral Point specifically?

You might be creating a federal ADA complaint and claim against the city.

apologies for typos

Adrian Treves
6010 South Hill Drive
Madison, WI 53705
608.770.6873 (m)
608-890-1450 (voice mail)

From: [Ursula Treves](#)
To: [Metro Redesign](#)
Subject: Redesign of transit
Date: Monday, March 7, 2022 1:56:07 PM

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

I encourage you very much to keep the bus routes as they are now. Think of the considerable number of elderly people and those who rely on the public transportation because of medical conditions; these people are used to the routes as they are configured now because through difficult training they have learned where to access their bus and when. It would be a considerable hardship for them to relearn a routine or even to lose the access they have now. A society like ours must do its utmost to support these needy people in their daily struggles with so many aspects of daily living, transportation being one of them.
Thank you for your consideration of these thoughts.
Ursula Treves

From: [Cechvala, Michael](#)
To: ["Dave Davis"; Sobota, Timothy](#)
Cc: [Metro Redesign](#)
Subject: RE: Questions about the maps shown in "Appendix C: Travel Time Maps"
Date: Monday, March 7, 2022 2:02:53 PM

Hi Dave, we looked into this a little more, I have some more insight that may help.

- The isochrone maps say "at noon", but the fictional trip doesn't start exactly at noon. It assumes a random departure in the "mid day", roughly at noon, so it assumes your wait for the bus is half the headway. We think this is somewhat confusing so we'll change the titles to be more clear.
- The model doesn't use actual schedules, it uses the headway of the routes and speeds assigned to streets, although it does account for timed transfers in the existing network. We don't have schedules for the draft plan routes, so we used this method for both networks to ensure an apples to apples comparison.
- There is walk time associated with both the beginning and end of the trip. Although the beginning is very close to the bus stop it may have a minute or two of walk in there. Similarly you need to have at least a minute or two at the end of the trip to "get anywhere", or add to the isochrone. The model will stop expanding the isochrone a few stops before the actual 45 minute time limit ends.
- The model makes a handful of assumptions about walking speed, bus speeds, and other things that are individually reasonable but on the conservative side, but they seem to add up to a bias towards not being able to get as far. They found that running through a few trips by hand, they're more like 39 minute isochrones than 45 minute isochrones. But these conservative assumptions were in place for both models. If we loosened them up a little bit, we would expect both the existing and draft plan isochrones to expand a little bit.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Cechvala, Michael
Sent: Friday, March 04, 2022 10:39 AM
To: 'Dave Davis' ; Sobota, Timothy
Cc: Metro Redesign
Subject: RE: Questions about the maps shown in "Appendix C: Travel Time Maps"

Hi Dave, I'm forwarding your question on to Jarrett Walker staff. I agree that with an average wait of 15 minutes, a 15 minute ride on Route 40 to the South Transfer Point, and another 15 minute ride you should be able to get to places like the Capitol Square on Route 5, Broadway/Bridge on Route 16, and Frontage/Whenona on Route 18.

Since Route 13 runs hourly, no destinations on Route 13 would be accessible within 45 minutes because you have an average wait of 30 minutes plus a 15 minute ride to the South Transfer Point. I suspect the answer may be in how the two different hourly branches of Route 40 are coded, or how transfers are handled at the South Transfer Point. I'll let you know what they say.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Dave Davis <davis_da@charter.net>
Sent: Thursday, March 03, 2022 11:11 PM
To: Cechvala, Michael <MCechvala@cityofmadison.com>; Sobota, Timothy

<TSobota@cityofmadison.com>; Metro Redesign <MetroRedesign@cityofmadison.com>

Cc: Thomas Mertz <tjmertz@sbcglobal.net>; Carrie Rothburd <crothburd@gmail.com>; Kitchel, Lisie E - DNR <Lisie.Kitchel@wisconsin.gov>

Subject: Questions about the maps shown in "Appendix C: Travel Time Maps"

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

Hello Mike and Tim,

I hope all is well with you and I hope you can add some clarity to the following.

I've been looking at the coverage areas provided by the current transit system as well as the proposed new routes as shown in **Appendix C: Travel Time Maps**, <https://madison.legistar.com/View.ashx?M=F&ID=10441390&GUID=ECA1CC37-55E7-48B3-9B26-37D4A6ADF11C>. I have some questions about the map on page 13, which is the only one I've studied so far, that shows "How far can I travel in 45 minutes from Fish Hatchery at Post on weekdays at noon using: the Draft Network Plan." That map shows the current coverage area and the anticipated future coverage area, as well as the area that would no longer be reachable in 45 minutes (waiting + walking + riding). That map appears to be based on a bus that arrives at Post Rd and Fish Hatchery Rd at approximately noon on weekdays.

Currently Route 40, which is a loop route, arrives at the intersection of Post Road and Fish Hatchery Road at about 12:10 PM on weekdays, and then arrives at the South Transfer Point at about 12:25 PM. The following buses all depart from the South Transfer Point at 12:30 PM on weekdays and arrive at the listed destinations at around 12:45 PM:

- Route 5 - arrives at Main St and Carroll St at 12:46 PM.
- Route 13 - arrives at S. Park St and Fish Hatchery Road at 12:44 PM.
- Route 16 - arrives at Broadway and Bridge Road at 12:47 PM.
- Route 18 - arrives at Midvale Blvd and Nakoma Road at 12:45 PM.

None of those four destinations appear to be within of the area shown on the map that's designated as "Retained Access." I'm assuming that "Retained Access" indicates areas that, in this case, are currently reachable within 45 minutes of catching the first bus traveling past at the intersection of Post Rd and Fish Hatchery Road at around noon, and I feel that's a conservative assumption. I'm also assuming that transfers from the Route 40 bus to other routes are allowed.

Clearly, I'm missing something and I'm hoping that one of you will be able to tell me what that is. Were the maps in Appendix C based on the current bus schedule or was some theoretical schedule used? What assumption(s) was/were those maps based on? If this map is wrong, then it seems likely that all of the other maps shown in Appendix C are also wrong.

Regards,

Dave

--
Dave Davis
210 Koster St
Madison, WI 53713
608 257-3305

From: [Ryan Treves](#)
To: [Metro Redesign](#)
Subject: MTA Draft redesign
Date: Monday, March 7, 2022 2:53:30 PM

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

Dear MTA,

The draft redesign will create a serious commuting problem for my family and my community. My dad has a visual impairment and relies on buses stopping on Old Middleton and Old Sauk to get to work.

The recent elimination of route 14 and now the proposed elimination of buses stopping on Old Middleton and Old Sauk Road off-peak will inconvenience large swathes of suburban residents. The creation of a new peak-only Y route that takes Old Sauk Road would be of little help because as you noted, “Several peak-only routes would run every 30 minutes during morning and evening rush hours only... “ which would create serious commuting barriers for those who teach at the university (often off-peak timing or take second shifts at hospital, university, capitol, etc. Although you noted this neighborhood would be inconvenienced, you do not acknowledge the large number of people that commute off-peak to downtown from this area. Have you surveyed disabled users of the bus stops between Old Sauk and Mineral Point specifically? My family lives in 53705.

Thank you,
Ryan

From: [Carol Phelps](#)
To: [Metro Redesign](#)
Subject: Invitation - Earth Day Show at Middleton Community Church
Date: Monday, March 7, 2022 3:47:19 PM

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

Dear Justin Stuehrenberg, Mike Cechvala, and others at Madison Metro,

On the Saturday after Earth Day, April 23, Middleton Community Church will be hosting an EV Cars and Sustainability Show at our church. We'd love to have someone from the Madison Metro Redesign staff join us for the event, and host a table to talk to interested visitors about your network redesign and future BRT service.

This family-friendly event will go 10 am - 2 pm (people are welcome to linger afterwards if they like), and we're planning on holding it outdoors on the church grounds, but in case of inclement weather, we can put the tables inside the building in our Fellowship Hall.

Any chance one or more people from Madison Metro might be available to join us that day?

Carol Phelps
Green Team Lead
Middleton Community Church

Earth Day Every Day: EV Cars & Sustainability Show

Date & Time: Saturday April 23, 2022 from 10 am - 2 pm
Location: Middleton Community Church (645 Schewe Rd, Middleton, WI; off Old Sauk Rd.)

We'll have a sign up for those who want to show off their EV cars and plug-in hybrids; we're also welcoming e-bikes, electric motorcycles, electric trucks, electric lawn equipment...

We'll also have an interactive solar panel display, and representatives will be there from a number of clean energy and environmental groups.

So far the following groups are planning to attend: Renew Wisconsin, 350 Madison, Dane County Office of Energy & Climate Change, MG&E, the Middleton Sustainability Committee, Wisconsin Creation Care Ambassadors, Holy Wisdom Monastery, Legacy Solar Coop, and Wheel & Sprocket Bike Shop. (We also have "will probably attend" from Sierra Club, Midwest Solar, and Olbrich Gardens.)

For more information and to schedule staff, email
MetroRedesign@cityofmadison.com.

Let us know the date, time, and location of your event, and we will get that on our calendar.

From: [Dave Davis](#)
To: [Cechvala, Michael](#); [Sobota, Timothy](#)
Cc: [Metro Redesign](#); [Thomas Mertz](#)
Subject: Re: Questions about the maps shown in "Appendix C: Travel Time Maps"
Date: Monday, March 7, 2022 3:48:14 PM

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

Mike,

Thanks for your response. I expected you would say that the analysis and maps were prepared using accepted industry standards for transit modeling. I think those standards may be appropriate when modeling a proposed new transit system when you know where the routes will be and the headway/frequency of the buses on those routes, but the actual schedules for those routes haven't been determined. So, for the proposed new system, your modeling assumptions probably make sense. However, that's not the case when modeling the existing system where we do know the routes, headway/frequency and schedules. I understand your desire to level the playing field, but....

Your modeling assumptions, especially "wait time", seem biased to favor more frequent service which, I understand, is what you are proposing by advocating for the ridership model. That's the first issue. How many riders would actually arrive at a bus stop an average of 15 or 30 minutes early (for half-hour and hourly service, respectively), other than perhaps riders returning home from work or an event. It seems highly unlikely that riders leaving from home to go to work, or any other destination, would arrive at the origin bus stop much more than 5 minutes early. Therefore, your assumptions regarding average wait time appear to be rather biased.

The second issue, as I see it, is with the titles of the 34 maps in "Appendix C: Travel Time Maps" given the fact that those maps were all created using theoretical assumptions for both the existing transit system and the proposed new system. The individual maps are all titled "*How far can I travel in 45 minutes from **some location** on weekdays at noon using: the Draft Network Plan.*" To me, that's pretty specific and implies that existing routes and schedules would have been used to depict the areas covered by the existing system. There is nothing on any of the 34 maps, or anywhere in "Appendix C," to indicate that theoretical assumptions, rather than reality, were used to model the coverage areas of the existing system. Apparently, you're expecting people to read the entire draft plan to find, and hopefully understand, those assumptions. In my experience, that's not realistic and many people's attention would be drawn to the maps. If you are going to insist in using theoretical assumptions, rather than reality, you need to include those assumptions in Appendix C, and reference them on each map.

At the upcoming public meetings, how will you respond to a transit user who rides one of the buses from Appendix C and states that they know for a fact that they can ride farther in 45 minutes than what's shown on your map?

Regards,

Dave

On 3/7/2022 2:02 PM, Cechvala, Michael wrote:

Hi Dave, we looked into this a little more, I have some more insight that may help.

- The isochrone maps say “at noon”, but the fictional trip doesn’t start exactly at noon.

It assumes a random departure in the “mid day”, roughly at noon, so it assumes your wait for the bus is half the headway. We think this is somewhat confusing so we’ll change the titles to be more clear.

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Transportation Planner
City of Madison Department of Transportation

From: Cechvala, Michael

Sent: Friday, March 04, 2022 10:39 AM

To: 'Dave Davis' ; Sobota, Timothy

Cc: Metro Redesign

Subject: RE: Questions about the maps shown in "Appendix C: Travel Time Maps"

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Transportation Planner
City of Madison Department of Transportation

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Sent: Thursday, March 03, 2022 11:11 PM

To: Cechvala, Michael <MCechvala@cityofmadison.com>; Sobota, Timothy

<TSobota@cityofmadison.com>; Metro Redesign

<MetroRedesign@cityofmadison.com>

Cc: Thomas Mertz <tjmertz@sbcglobal.net>; Carrie Rothburd

<crothburd@gmail.com>; Kitchel, Lisie E - DNR <Lisie.Kitchel@wisconsin.gov>

Subject: Questions about the maps shown in "Appendix C: Travel Time Maps"

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Regards,

Dave

--

Dave Davis

210 Koster St
Madison, WI 53713
608 257-3305

--

Dave Davis
210 Koster St
Madison, WI 53713
608 257-3305

From: [Cechvala, Michael](#)
To: "[Todd Schwanke](#)"; [Metro Redesign](#)
Subject: RE: Redesign - North transfer point info?
Date: Monday, March 7, 2022 4:50:02 PM

Hi Todd, thanks for your question. We have not decided exactly what would happen with the park and ride at the north transfer point. We'd like to maintain a park and ride in that area if possible. One option would be to relocate it closer to Packers Avenue where people would have access to Route B. There are many competing needs, we are trying to balance them and make the system the best in can be within our available resources.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Todd Schwanke
Sent: Monday, March 07, 2022 8:39 AM
To: Metro Redesign
Subject: Redesign - North transfer point info?

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Thank you,

Todd Schwanke (he/him)

Access Consultant / Associate Director of Accommodations & Technology

McBurney Disability Resource Center

University of Wisconsin - Madison

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(text) (608) 225-7956 [front desk]

www.mcburney.wisc.edu

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From: [Cechvala, Michael](#)
To: "[Todd Schwanke](#)"; [Metro Redesign](#)
Subject: RE: Redesign time and UW student off-campus housing, and riders with disabilities
Date: Monday, March 7, 2022 4:52:43 PM

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Mike Cechvala

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From: [Todd Schwanke](#)
To: [Cechvala, Michael](#); [Metro Redesign](#)
Cc: [Kyle Charters](#)
Subject: RE: Redesign time and UW student off-campus housing, and riders with disabilities
Date: Monday, March 7, 2022 4:58:34 PM

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Subject: RE: Redesign time and UW student off-campus housing, and riders with disabilities
Date: Monday, March 7, 2022 5:13:23 PM

Sounds good, I do need to leave a little after 3 but I think that should be ok. Thanks.

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To: [Cechvala, Michael](#); [Metro Redesign](#)
Subject: RE: Redesign - North transfer point info?
Date: Monday, March 7, 2022 5:14:55 PM

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Thanks for the follow-up and info. I think it is really important to let people know about some version of what you described below relative to the thinking on NTF even if it is an addendum, part of an intro, etc. and even if it is a placeholder while things are developed. It just feels like a very significant change and a big gaping hole in the proposal.... and if you don't talk about it, then people make assumptions, etc. which then feels counter-productive. I imagine there are conversations going on about options connecting in with the old Oscar Mayer location that maybe can't be talked about, but again I think it is important to let people know that something is being considered for that area. Additionally/alternatively if the BRT is being considered as the commuter option for people coming from the north, then that should be talked about, in terms of how that would work, where people park, travel times, etc.

I've been at the UW over 10 years now and I've always seen a huge opportunity to get more cars off of Johnson (which I thought was a city goal) by providing faster and better options to the north, but it instead got worse with time ... and it actually pushed me (before the pandemic) from being a long-time 28 bus rider to now driving to campus. It seems that this would be a great opportunity to try to do something about that. If you could get a bus from NTP/Oscar Mayer to campus in 15-20minutes rather than 25-45min at peak times, which is feasible if the stops are reduced to express or limited stop, I think the ridership would really jump.... And it would improve things on Johnson/Gorham. I need to do a closer read of the proposal, but it seems like there were a references to trying to get under 45 minutes, which for the distances traveled I don't think is going to get people out of their cars if they have them....

My 2cents. Sorry, wasn't intended to be that long.....

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From: [Liz Wessel](#)
To: [Metro Redesign: Mayor](#)
Cc: [Don Ferber](#); [Liz Wessel](#)
Subject: Madison Metro Redesign Comments/Feedback
Date: Monday, March 7, 2022 9:01:55 PM
Attachments: [4LG Comments on Redesign 3.7.22.pdf](#)

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



754 Williamson Street
Madison, WI 53703
www.sierraclub.org/wisconsin/four-lakes

To: Madison Metro Redesign, MetroRedesign@cityofmadison.com
Mayor Satya Rhodes-Conway, mayor@cityofmadison.com

From: Sierra Club Four Lakes Group
Contacts: Executive Committee Members
Liz Wessel, lizard59sc@yahoo.com
Don Ferber, d_ferber@sbcglobal.net

RE: Comments on Proposed Redesign of the Madison Metro System

These comments are prepared on behalf of the Sierra Club Four Lakes Group. The Four Lakes Group covers nine south central Wisconsin counties with Dane County in the middle. We have nearly 7300 members & supporters across Dane County.

As a system that broadly impacts communities across our region and has an impact on how, locally, we will address climate change, these comments may not be the only comments we submit as we find out more about the proposed system and listen to and read the comments of other individuals and organizations.

SYSTEM WIDE

Meeting the needs of limited income populations and people of color

We recommend that the analysis of how well the proposed system serves low income and people of color be redone. Based on the presentation and the report, it is apparent that the downtown student population is distorting the conclusions made in the presentation about how well the redesign would serve these populations. We are concerned that the bias of including a large number of low income students may not create a functional system for those that need it most outside of the downtown and campus, such as on the north or south sides.

Comments made by a north side resident made it clear that service in their area, especially for residents with disabilities, may not be as functional as other areas where low income populations reside. We need to be confident we are meeting the needs of these peripheral populations, and if needed, adjust the routes to ensure a good level of access to jobs, grocery stores, medical centers and schools for these populations with high transit needs.

Again, we request redoing the Proposed Network Analysis for low income populations & communities of color focusing on those at the periphery without the downtown student population. The downtown population will clearly be well served by the redesign.

Meeting the needs of differently-abled populations

Transit can be transformative for those who cannot drive. There should be greater clarity and analysis of how well the proposed system serves the differently-abled populations. A separate map could be included showing how the existing retirement and disability communities and housing facilities will be served in order to provide some clarity.

In addition, Madison Metro should be looking ahead to new development proposals on the urban center periphery that will create housing explicitly for these populations. The map could include some of these major developments that are in the process of being developed or are currently proposed.

In addition, for people with limited mobility who might be further from transit stops with the redesign, to what extent will other options, such as paratransit or even taxis, be provided or expanded to fully serve their needs, or serve as a link to Metro?

Ridership Projections

Overall, the draft plan's emphasis on simpler routes that remain the same through the weekends, and focus on more frequent and rapid access to jobs and other locations seems to be a positive step, but it would be interesting to see if changes in ridership projections can be made based on the draft plan, perhaps even by groups of people and areas.

Park & Ride Lots - <https://www.cityofmadison.com/metro/how-to-ride/park-ride-lots>

For transparency and clarity, add any known park and ride lots that will be a part of the system to the Key Transfer Locations map (page 22).

Will the City continue to serve the existing park and ride lots? For example, if there is no longer a North Transfer Point, where will a northside Park & Ride be located? The current park & ride lot lies between routes B & D2.

As the system does not extend very far south, does it make sense to add some additional park and ride space on a frequent service line in the south of Madison west, central and east. The Dutch Mill park and ride is often overflowing with cars. And it makes sense to have a south side park and ride near the terminus of BRT route B to encourage ridership.

Seamless Connections with Regional/Intercity Buses

In order to encourage the seamless connection with regional buses, it would be useful if there was at least one map showing where these connections occur, and to which regional bus lines. The information could be added to the Key Transfer Locations map (page 22) or be a separate map. These bus lines include:

- Badger Bus

Greyhound

- Jefferson Lines
- Lamers Bus Lines
- Megabus
- Van Galder/Coach USA

If the 200 block of Lake St will continue to be used as the downtown intercity bus stop, it should be equipped with a better shelter (larger) with electronic & physical connection information to the Madison Metro System.

For routes like the Badger Bus to Milwaukee, Madison Metro should work with Badger Bus to find a sheltered stop on the east side that is integral to and provides seamless connection between services, perhaps at an enhanced BRT station. The current location of the east side stop is at East Washington & East Johnson which is beyond (east of) a major intersection for the proposed redesigned Metro System at the junction of East Washington, North St and Milwaukee St.

Access to Jobs and Grocery Stores

We appreciate the analysis and attention paid to access of grocery stores in different parts of the community. We need to also make sure, as some of the stores are located at busy intersections, that there is great pedestrian access (without stairs) for people to be able to haul groceries safely to the bus stop.

We were appreciative to see the emphasis on connection to major employers in the report.

One of the clear asks in the 2018 *Arrive Together: Transportation Access and Equity in Wisconsin* report co-authored by the Sierra Club, was to make sure that transit systems analyze a system's connection to the area's largest employers.

Access to other important services

As we get into the finer analysis of the proposed system, we need to consider the main health clinics and hospitals as well as schools particularly high schools that rely on City service, and our public lands and parks, as access to nature and parks is important to people's health, as well as they should have access to parks that they pay taxes for.

In our analysis of Dane County park access, we found the following regarding the redesign:

- Access to Mendota County Park remains the same.
- Access to Cherokee Marsh and the Ice Age Junction is somewhat improved with closer proximity, but still some distance away, and only during peak hours for Cherokee.
- Access to Lake View Hill park is somewhat reduced.
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The simplification in route names is a benefit, as complicated routes, routes with alternating patterns throughout the day, and changes in route schedules from weekdays to weekends make the transit system difficult for new or occasional riders to navigate.

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Current Route 31/Proposed Route C3

At the time of its creation, Route 31 was hailed as a positive example of transit expansions that are better serving lower income neighborhoods in Madison: "One of the main requests from that neighborhood was that they really wanted transit service." It provides much-needed connection to areas of recreation and access to job hubs, including Two Men and a Truck movers. (quote from Arrive Together Report, 2018, page 43).

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- Run the C3 over on Broadway to Monona, adding a stop for the G route; and then run it nonstop north to Cottage Grove.
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Note that Stoughton Rd was identified as a significant barrier to pedestrian and bicycle travel both across and along the corridor in a DOT needs assessment for this corridor. The redesign should prioritize the creation of safer pedestrian and bike access and connectivity with the Metro System.

Route D2 to the airport.

As proposed the service on this route would be reduced when non peak (early morning, evenings and weekends). While the pandemic left the airport deserted with airlines dramatically downsizing if not eliminating service, service is returning to the airport and rebounding quickly, and expected to grow further. **We support a regular service on the 30 min frequency throughout the day/evening for the following reasons:**

- The Madison Metro System needs to be the core of a multimodal transportation system that links the various modes of transportation in Madison and the core of Dane County.
- The current airport flight schedule is loaded towards the morning and evening flight arrivals. There are many flights that arrive after 7 or 8 PM as airlines store equipment in Madison for the following day's morning flights. This practice creates a ground transportation demand well into evening hours as well as early morning hours both for workers and travelers.
- The evening arrival experience can be very frustrating as buses are infrequent. Taxis are no longer stationed at the airport and operate like other online services (Lyft & Uber). Waiting for over 45 minutes is not uncommon. And these transportation services are expensive relative to a bus.
- The airport serves both as a job center and as a transportation center with travelers coming into our "system" as well as exiting. The numbers:
 - [Bureau of Transportation statistics](#) for 2021 for MSN Dane County Regional Airport (DCRA) (12 months ending in November) arrival and departure passengers (enplaned revenue passengers):
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 - 653,000 departures
 - DCRA plays a crucial role in the everyday economic and social life of Dane County. Nearly 6,500 workers are employed in the county as a direct result of airport operations and facilities use, ranking the airport as the third-largest full-time employer in Dane County. (https://www.msnaairport.com/about/news/economic_impact#:~:text=DCRA%20plays%20a%20crucial%20role,time%20employer%20in%20Dane%20County.)
 - There is an \$85 million expansion planned to accommodate more flights and airlines. https://madison.com/wsj/news/local/govt-and-politics/dane-county-regional-airports-85m-expansion-to-pave-way-for-more-flights-passengers/article_ea4c45aa-6c42-5d86-b00b-14eb2cbf66.html
With the airport expansion on the way, with the corresponding planned increases to traffic and jobs, Madison Metro needs to deliver sufficient service to accommodate the expansion, and to make the shift away from parking and to public transit.

INFRASTRUCTURE

Real time schedules

The system needs to have real time schedules available not just online via a smartphone, but at stops as is currently done on the Capitol Square. The BRT stations are being planned to have visual digital signals showing the approaching buses to a stop.

Visual information should not be just for BRT stations. We should add this technology to more places in the system. However, it might make sense to wait a year or two to make sure that the approved routes stand the test of real use before adding this type of signage to a stop.

Enhancements for the visually impaired (assistive technology??)

Is the system including BRT compatible with assistive technology such as the Moovit service? Or is there another technology system that will be used?

<https://www.smartcitiesdive.com/news/moovit-wawalk-public-transit-accessibility-visually-im/611346/>

Intel-backed Mobility as a Service company Moovit has real-time transit and direction data for more than 3,400 cities across 112 countries. Their partnership with WeWALK will integrate that data into technology-enhanced white canes for tactile or verbal directions. The cane can announce route options and offer step-by-step directions, including details about where a user should stand to board, and offer information on how crowded buses are as they arrive.

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Pedestrian infrastructure for safe access to the system

In sections of the system like Washington Ave and Stoughton Rd where there are multiple lanes and a higher level of speed and unfortunately a history of pedestrian accidents and deaths, we need to include the appropriate pedestrian infrastructure.

This access also needs to be designed to accommodate those that rely on bikes, wheelchairs, strollers and other wheeled devices as part of their daily transportation.

Street level directional signs to stops

It would be helpful for some to have signs indicating where the metro stop is located, particularly where there are changes to routes or elimination of service.

Regional/Intercity Bus Shelter - Intermodal Connections

If the city is not going to build a regional bus depot, then at a minimum it needs to build a regional bus shelter at a suitable location ideally on a very close to the frequent service provided by BRT or other main service lines. They should provide adequate coverage for more people and their luggage and include real time transfer information between the Madison Metro system and the intercity system, as well as intercity arrivals and departures.

For example, airports with regional bus service have columns with posted schedules, web sites, and often phone numbers for regional bus services available.

Again, having the Madison Metro system provide the foundation for a multimodal transportation system within the urban core as well as connections to regional transportation is a key issue and important to the success of both.

Respectfully submitted on March 7th, 2022.

Liz Wessel

pronouns: she, her, hers

Sierra Club Four Lakes Group

www.sierraclub.org/wisconsin/four-lakes

608.238.9934

From: [Liz Wessel](#)
To: [Metro Redesign: Mayor](#)
Cc: [Don Ferber](#); [Liz Wessel](#)
Subject: Madison Metro Redesign Comments/Feedback
Date: Monday, March 7, 2022 9:01:55 PM
Attachments: [4LG Comments on Redesign 3.7.22.pdf](#)

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754 Williamson Street
Madison, WI 53703
www.sierraclub.org/wisconsin/four-lakes

To: Madison Metro Redesign, MetroRedesign@cityofmadison.com
Mayor Satya Rhodes-Conway, mayor@cityofmadison.com

From: Sierra Club Four Lakes Group
Contacts: Executive Committee Members
Liz Wessel, lizard59sc@yahoo.com
Don Ferber, d_ferber@sbcglobal.net

RE: Comments on Proposed Redesign of the Madison Metro System

These comments are prepared on behalf of the Sierra Club Four Lakes Group. The Four Lakes Group covers nine south central Wisconsin counties with Dane County in the middle. We have nearly 7300 members & supporters across Dane County.

As a system that broadly impacts communities across our region and has an impact on how, locally, we will address climate change, these comments may not be the only comments we submit as we find out more about the proposed system and listen to and read the comments of other individuals and organizations.

SYSTEM WIDE

Meeting the needs of limited income populations and people of color

We recommend that the analysis of how well the proposed system serves low income and people of color be redone. Based on the presentation and the report, it is apparent that the downtown student population is distorting the conclusions made in the presentation about how well the redesign would serve these populations. We are concerned that the bias of including a large number of low income students may not create a functional system for those that need it most outside of the downtown and campus, such as on the north or south sides.

Comments made by a north side resident made it clear that service in their area, especially for residents with disabilities, may not be as functional as other areas where low income populations reside. We need to be confident we are meeting the needs of these peripheral populations, and if needed, adjust the routes to ensure a good level of access to jobs, grocery stores, medical centers and schools for these populations with high transit needs.

Again, we request redoing the Proposed Network Analysis for low income populations & communities of color focusing on those at the periphery without the downtown student population. The downtown population will clearly be well served by the redesign.

Meeting the needs of differently-abled populations

Transit can be transformative for those who cannot drive. There should be greater clarity and analysis of how well the proposed system serves the differently-abled populations. A separate map could be included showing how the existing retirement and disability communities and housing facilities will be served in order to provide some clarity.

In addition, Madison Metro should be looking ahead to new development proposals on the urban center periphery that will create housing explicitly for these populations. The map could include some of these major developments that are in the process of being developed or are currently proposed.

In addition, for people with limited mobility who might be further from transit stops with the redesign, to what extent will other options, such as paratransit or even taxis, be provided or expanded to fully serve their needs, or serve as a link to Metro?

Ridership Projections

Overall, the draft plan's emphasis on simpler routes that remain the same through the weekends, and focus on more frequent and rapid access to jobs and other locations seems to be a positive step, but it would be interesting to see if changes in ridership projections can be made based on the draft plan, perhaps even by groups of people and areas.

Park & Ride Lots - <https://www.cityofmadison.com/metro/how-to-ride/park-ride-lots>

For transparency and clarity, add any known park and ride lots that will be a part of the system to the Key Transfer Locations map (page 22).

Will the City continue to serve the existing park and ride lots? For example, if there is no longer a North Transfer Point, where will a northside Park & Ride be located? The current park & ride lot lies between routes B & D2.

As the system does not extend very far south, does it make sense to add some additional park and ride space on a frequent service line in the south of Madison west, central and east. The Dutch Mill park and ride is often overflowing with cars. And it makes sense to have a south side park and ride near the terminus of BRT route B to encourage ridership.

Seamless Connections with Regional/Intercity Buses

In order to encourage the seamless connection with regional buses, it would be useful if there was at least one map showing where these connections occur, and to which regional bus lines. The information could be added to the Key Transfer Locations map (page 22) or be a separate map. These bus lines include:

- Badger Bus

Greyhound

- Jefferson Lines
- Lamers Bus Lines
- Megabus
- Van Galder/Coach USA

If the 200 block of Lake St will continue to be used as the downtown intercity bus stop, it should be equipped with a better shelter (larger) with electronic & physical connection information to the Madison Metro System.

For routes like the Badger Bus to Milwaukee, Madison Metro should work with Badger Bus to find a sheltered stop on the east side that is integral to and provides seamless connection between services, perhaps at an enhanced BRT station. The current location of the east side stop is at East Washington & East Johnson which is beyond (east of) a major intersection for the proposed redesigned Metro System at the junction of East Washington, North St and Milwaukee St.

Access to Jobs and Grocery Stores

We appreciate the analysis and attention paid to access of grocery stores in different parts of the community. We need to also make sure, as some of the stores are located at busy intersections, that there is great pedestrian access (without stairs) for people to be able to haul groceries safely to the bus stop.

We were appreciative to see the emphasis on connection to major employers in the report.

One of the clear asks in the 2018 *Arrive Together: Transportation Access and Equity in Wisconsin* report co-authored by the Sierra Club, was to make sure that transit systems analyze a system's connection to the area's largest employers.

Access to other important services

As we get into the finer analysis of the proposed system, we need to consider the main health clinics and hospitals as well as schools particularly high schools that rely on City service, and our public lands and parks, as access to nature and parks is important to people's health, as well as they should have access to parks that they pay taxes for.

In our analysis of Dane County park access, we found the following regarding the redesign:

- Access to Mendota County Park remains the same.
- Access to Cherokee Marsh and the Ice Age Junction is somewhat improved with closer proximity, but still some distance away, and only during peak hours for Cherokee.
- Access to Lake View Hill park is somewhat reduced.
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Respectfully submitted on March 7th, 2022.

Liz Wessel

pronouns: she, her, hers

Sierra Club Four Lakes Group

www.sierraclub.org/wisconsin/four-lakes

608.238.9934

From: [KELSEY BAUBIE](#)
To: [Metro Redesign](#)
Cc: [Andrew Stoughton](#)
Subject: Question about route names
Date: Tuesday, March 8, 2022 7:16:05 AM

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

Hi, I am excited about the upcoming Metro changes as a frequent bus user. I'm a Middleton resident. Maybe I am wrong, but it looks like the routes for Middleton going to be called "F" and a peak hours route is "U", or will they be eventually given numerical designations? Can a different letter be selected for that second route? I think any other available letter would be better than U given the regular route is the letter F...
Thanks much,
Kelsey

From: [URBAN ASSETS LLC](#)
To: [Natalie Callahan](#); [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: RE: Metro redesign proposal concerns
Date: Tuesday, March 8, 2022 2:10:49 PM

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

Thanks, Natalie! Please continue to send these to me.
Melissa

From: Natalie Callahan
Sent: Monday, March 7, 2022 12:30 PM
To: MetroRedesign@cityofmadison.com; district18@cityofmadison.com;
district12@cityofmadison.com; mbottari@cityofmadison.com; mayor@cityofmadison.com;
TLynch@cityofmadison.com; Cechvala, Michael
Subject: Metro redesign proposal concerns

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

Good afternoon,
My name is Natalie and I am the service coordinator at a housing property on the north side of Madison. A few of my residents have expressed concerns over the Metro redesign plan, so I am helping fill out comment forms to scan and send over on their behalf. If you have any questions or trouble accessing the documents please do not hesitate to reach out.
All the best,

Natalie Callahan (she/her/hers)

Service Coordinator
Meridian Group, Inc.
Dryden Terrace
1902 Londonderry Dr
Madison, WI 53704
608-241-3129 direct line
608-260-7802 fax
ncallahan@zmeridian.com
www.meridiangroupinc.net

From: [URBAN ASSETS LLC](#)
To: [Meyer, Dave](#)
Cc: [Metro Redesign](#); [Abbas, Syed](#); [Cora Klemme](#)
Subject: FW: Metro Transit Draft Plan Network Plan Survey! Please forward to your neighborhood listservs!
Date: Tuesday, March 8, 2022 4:45:57 PM
Attachments: [Outlook-Title_%20ins.png](#)
[Outlook-Title_%20Fac.png](#)
[Outlook-Title_%20lin.png](#)
[Outlook-Text](#)
[Outlook-ekjqkx1g.png](#)
[image001.png](#)
[image003.png](#)
[image005.png](#)
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[image004.png](#)
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[image010.png](#)

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Hi David –

I am sorry if you were not able to reach me a few weeks back – I definitely need to clean up my VM message! The Network Redesign team would greatly appreciate any connections you can make to Northside residents, businesses, and organizations. We will be gathering input through the end of April, so there is still plenty of time. Perhaps you could send me an email with their names and contact information. I am also happy to jump on a call to discuss further.

If you want to contact Metro project staff with future questions or comments, the best email is MetroRedesign@cityofmadison.com. Reminder - the Northside Draft Plan Neighborhood Meeting is scheduled for 6:00 PM on Thursday, March 11. You can join the meeting by clicking [here](#).

Thanks for reaching out!

Melissa

Melissa Huggins, AICP
Principal
[807 East Johnson Street](#)
[Madison, WI 53703](#)
Phone: 608.345.0996
urbanassetsconsulting.com

From: Cora Klemme
Sent: Tuesday, March 8, 2022 2:52 PM
To: melissa@urbanassetsconsulting.com
Subject: Fw: Metro Transit Draft Plan Network Plan Survey! Please forward to your neighborhood listservs!

From: David Meyer <dma@chorus.net>
Sent: Tuesday, March 8, 2022 5:59 AM
To: Cora Klemme <cora@urbanassetsconsulting.com>
Cc: Syed Abbas <district12@cityofmadison.com>
Subject: Metro Transit Draft Plan Network Plan Survey! Please forward to your neighborhood listservs!
Hello Cora,

Like you, I attended the UW. I live and work on the Northside of Madison and have been here for

over 35 years, long enough to have been aware of, or involved with, many civic projects.

I reviewed many of these draft design proposals and maps of potential service cuts to the Northside, and it's quite shocking.

Weeks ago I tried to reach out to Urban Assets offering to connect your firm to specific people, landlords, property managers, businesses and organizations so that they could have smaller, meaningful, grassroots conversations with people affected by these proposed changes. Yes, these are *proposed* changes, but the fact that many of these changes got this far shows a lack of compassion for and an awareness of the challenges many people face in their daily lives.

I tried leaving a voice mail on the phone at Urban Assets but the voice mail said to call another number, which led to the same message to call the number that I just called. A request for a contact on the "contact us" part of the website yielded no response. E-mails to some city staff planning the routes also garnered no reply.

So, as an intern, in a learning situation, I hope you'll take a couple extra thoughts away from your experience here.

People matter. Not everyone can or wants to sit in on a Zoom for 2-3 hours waiting for a chance to speak for 5 minutes. Not everyone can or wants to fill out an online survey. Also, both the Zoom meeting format and the survey greatly tilts the framing of the conversation, the messaging put out there, and limits real and meaningful dialog with those who are already under served and largely ignored.

A few quick examples of how these changes affect many of my neighbors:

We've lost not one, but two successive, affordable grocery stores at Sherman Plaza/Northside Town Center. Pick 'N Save on Aberg is the closest store and many customers and employees ride the bus there. A stop in front of the store is being eliminated and the next nearest stop is a mile away. A proposed solution is to put in a new sidewalk, through a vacant lot, that will cut the walk to about a half mile.

Dryden Terrace, an apartment complex for people with disabilities, currently has a stop in front of the building which I understand is to be removed, and residents will now have to walk 2-3 blocks in either direction. However, some can't walk very well or at all.

There also seems to be many stops on the Northside being relocated resulting in longer walks for many riders. WI summers and winters are not great for longer walks that you must make, regardless of the weather, to get to work, medical appointments, to run vital errands, or to visit family.

So, I'd like to register a complaint re: some of these proposed design changes but more importantly to the process underway that produced this draft plan and that is being used to look for further input.

I hope you'll find this portion of your internship a valuable experience. This is no way to run a sincere outreach program.

Dave Meyer

Dear Madison Neighborhood Associations,

Urban Assets, LLC is working the City of Madison on community engagement for the Metro Transit Network Redesign. As a part of the engagement process, we are reaching out to Madison Neighborhood Associations to ask them to send the message and survey links, below, to their neighborhood listservs. The surveys are available in English and Spanish.

Thanks, in advance, for any help you can give us in getting the word out about the Metro Draft Network Plan Survey!

Take the Metro Draft Network Plan Survey

Metro Transit has moved into Phase Three of their Network Redesign Project and is again asking for your feedback. Phase Three of the project focuses on examining the 'Draft Network Plan.' Input received from the second phase of the project was used to develop this plan.

Metro Transit is asking the community to provide feedback on each alternative and how you think competing design tradeoffs should be balanced in order to best serve our community. You do not need to be an active bus rider, or even a bus rider at all, to participate! Improving transit has benefits for the whole community - affecting traffic, development, the economy, the environment, and racial and social justice.

You can provide your feedback and review the Draft Network Plan by completing a short 10 minute [online survey](#) (also [available in Spanish](#)). **Please complete the survey by Saturday, April 30th.**

Thanks!

Cora

Cora Klemme

Planning Intern

[807 East Johnson Street](#)

[Madison, WI 53703](#)

[urbanassetsconsulting.com](#)



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Visit us on the web at <http://brentwoodvillage.googlepages.com/home>

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Subject: FW: Metro Transit Draft Plan Network Plan Survey! Please forward to your neighborhood listservs!
Date: Tuesday, March 8, 2022 4:45:58 PM
Attachments: [Outlook-Title_%20ins.png](#)
[Outlook-Title_%20Fac.png](#)
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To: Cora Klemme <cora@urbanassetsconsulting.com>
Cc: Syed Abbas <district12@cityofmadison.com>
Subject: Metro Transit Draft Plan Network Plan Survey! Please forward to your neighborhood listservs!
Hello Cora,

Like you, I attended the UW. I live and work on the Northside of Madison and have been here for

over 35 years, long enough to have been aware of, or involved with, many civic projects.

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Cora

Cora Klemme

Planning Intern

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Subject: Re: FW: Metro Transit Draft Plan Network Plan Survey! Please forward to your neighborhood listservs!
Date: Wednesday, March 9, 2022 6:31:03 AM
Attachments: [image002.png](#)
[image004.png](#)
[image006.png](#)
[image008.png](#)
[image010.png](#)
[Outlook-Title_%20ins.png](#)
[Outlook-Title_%20ac.png](#)
[Outlook-Title_%20in.png](#)
[Outlook-Text](#)
[Outlook-ekjgk1g.png](#)

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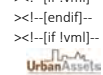
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Thanks for reaching out!

Melissa

<!--[if !vml]--> Melissa Huggins, AICP
><!--[endif]--> Principal
><!--[if !vml]--> [807 East Johnson Street](#)
><!--[endif]--> [Madison, WI 53703](#)
><!--[if !vml]--> Phone: 608.345.0996
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image004.png
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Outlook-Title_%20ins.png
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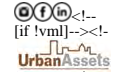
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From: [Lisa Naughton](#)
To: [Metro Redesign](#)
Date: Wednesday, March 9, 2022 9:29:19 AM

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Dear MTA

I am worried and disappointed about the proposed elimination of Route 14 and proposed elimination of Old Middleton and Old Sauk Road. I've relied on this for years (I cannot drive due to disability AND bc it is bad for the environment).

There are all kinds of us commuting at off peak hours from the neighborhood. What would you have us do in the winter? Take taxis?

My family lives in 53705

Lisa Naughton

From: [Meyer, Dave](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#)
Cc: [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: Re: the bus route redesign, some comments from Packers Townhouses, residents and a manager
Date: Wednesday, March 9, 2022 10:17:32 AM
Attachments: [Letter and comments from Packers Townhouses.pdf](#)

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Please read them and share with others. Thanks much for your consideration.

Dave Meyer

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Cc: [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: Re: the bus route redesign, some comments from Packers Townhouses, residents and a manager
Date: Wednesday, March 9, 2022 10:17:33 AM
Attachments: [Letter and comments from Packers Townhouses.pdf](#)

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From: [Furman, Keith](#)
To: [Raj Chatterjee](#)
Cc: [Metro Redesign](#)
Subject: RE: Transit redesign
Date: Wednesday, March 9, 2022 5:20:29 PM

Hi Raj,

Thanks for your note.

I've CCed the redesign team to share your feedback.

There is a survey you can take at:

[Transit Network Redesign | Metro Transit, City of Madison, Wisconsin](#)

And there will be a District 19 specific meeting on 4/13:

Far West Side (District 19) Neighborhood Meeting

Monday, April 13 - 6:00 pm

Virtual on Zoom

Learn how the draft network redesign plan affects far west side residents in District 19.

<https://cityofmadison.zoom.us/j/82376568790?pwd=bi9idC9jTU5xRUJFR3pXa0J1aE82UT09>

-Keith F.

Alder Keith Furman, 19th District, Madison, WI

district19@cityofmadison.com

[608-912-0000](tel:608-912-0000)

Subscribe to my blog: <http://www.cityofmadison.com/council/district19/blog/>

From: Raj Chatterjee

Sent: Wednesday, March 9, 2022 9:09 AM

To: Furman, Keith

Subject: Transit redesign

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Dear Sir -

I own a property in your district (139 Ponwood Cir) where my daughter stays and takes bus 15 to UW Madison. The proposed redesign removes this option for her and the replacement service route Y would only run at peak hours. Which means, she will need to arrange alternative transportation for days she come home after 6:30, which is quite often, due to her classes and activities. This will not only have higher cost for us, but also raises safety concern as she might have to rely on Uber/Lyft. I was wondering if your office can help raising this concern, which I am sure will be shared by others in the area, to appropriate authorities.

Best regards,

Raj Chatterjee

From: [Scott Girard](#)
To: [Metro Redesign](#)
Subject: Community meeting tonight
Date: Thursday, March 10, 2022 9:07:53 AM

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

Hi there,

I was wondering if the community outreach meetings are recorded and available for access later or if they are only available live?

Thank you!

Scott Girard / Education Reporter
1901 Fish Hatchery Road • Madison, WI 53713
Office: 608-252-6431

[Become a Cap Times member](#)



From: [Rusch, Mick](#)
To: "[Scott Girard](#)"; [Metro Redesign](#)
Subject: RE: Community meeting tonight
Date: Thursday, March 10, 2022 9:50:50 AM

Hi Scott, it will be available on our website most likely tomorrow sometime.
I'll send you the link when it's available.

Mick Rusch
Metro

From: Scott Girard
Sent: Thursday, March 10, 2022 9:08 AM
To: Metro Redesign
Subject: Community meeting tonight

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

Hi there,

I was wondering if the community outreach meetings are recorded and available for access later or if they are only available live?

Thank you!

Scott Girard / Education Reporter
1901 Fish Hatchery Road • Madison, WI 53713
Office: 608-252-6431

[Become a Cap Times member](#)



From: [Meyer, Dave](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#)
Cc: [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: Re: the bus route redesign, some comments from residents of the Northport Apartments
Date: Thursday, March 10, 2022 10:27:25 AM
Attachments: [Comments from Northport Apts.pdf](#)

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

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Please read them and share with others. Thanks much for your consideration.

Dave Meyer

From: [Meyer, Dave](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#)
Cc: [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
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To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#)
Cc: [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: Re: the bus route redesign, some comments from residents of the Northport Apartments
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To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#)
Cc: [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: Re: the bus route redesign, some comments from residents of the Northport Apartments
Date: Thursday, March 10, 2022 10:27:28 AM
Attachments: [Comments from Northport Apts.pdf](#)

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Dave Meyer

From: [URBAN ASSETS LLC](#)
To: [Meyer, Dave](#); [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#)
Cc: [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: RE: the bus route redesign, some comments from residents of the Northport Apartments
Date: Thursday, March 10, 2022 11:17:52 AM

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

Thanks, Dave. Please keep sending these as they come in.

Melissa

-----Original Message-----

From: David Meyer <dma@chorus.net>
Sent: Thursday, March 10, 2022 10:27 AM
To: MetroRedesign@cityofmadison.com; district18@cityofmadison.com >> Charles Myadze <district18@cityofmadison.com>; Syed Abbas <district12@cityofmadison.com>
Cc: mbottari@cityofmadison.com; mayor@cityofmadison.com; Lynch, Thomas <TLynch@cityofmadison.com>; mcechvala@cityofmadison.com
Subject: Re: the bus route redesign, some comments from residents of the Northport Apartments

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Subject: Re: the bus route redesign, some comments from residents of the Northport Apartments
Date: Thursday, March 10, 2022 3:00:25 PM
Attachments: [Comment from Northport Apts ii.pdf](#)

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One more from Northport Apts area.

On 3/10/2022 10:27 AM, David Meyer wrote:

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Subject: Re: the bus route redesign, some comments from residents of the Northport Apartments
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From: [Dahn-young Dong](#)
To: [Metro Redesign](#)
Subject: Don't Cancel Route 38.
Date: Thursday, March 10, 2022 5:57:57 PM

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

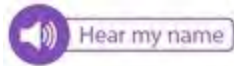
Hello Officer,

Don't cancel route 38. I am living at W. Washington and S Bedford region. I need route 38 to get to Linden and Babcock for work commute every weekday. That is the only bus I can take. I am sure this bus serves many others as well. It will be a disaster if it is cancelled, as it is shown in the redesign plan.

Best,

--

Dahn-young Dong



From: [Athena Salzer](#)
To: [Metro Redesign](#)
Subject: Northside meeting
Date: Friday, March 11, 2022 8:21:20 AM

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

Hello,

Thanks for hosting the meeting for northside residents last night.

Overall, I'm really looking forward to the BRT and think increased service will be a phenomenal improvement.

Do you know where and when I might find a recording of the meeting? I'd like to share it with my colleagues at the co-op. We clearly have some work to do in reaching the northside as an accessible grocery store option.

Thanks,

Athena

From: Rusch, Mick
To: Athena Salzer; Metro Redesign
Subject: RE: Northside meeting
Date: Friday, March 11, 2022 9:10:15 AM
Attachments: [image001.png](#)

Hello, here is the direct link. This will be available on our website shortly.

<https://media.civictmadison.com/Mediasite/Play/b46a6726a9974dcd9585d9fa87fc0dd1d>

Mick



Mick Rusch
Marketing & Customer Service Manager
P: (608) 266.6532

metro transit
1245 E. Washington Ave. Ste. 201
Madison, WI 53703
mymetrobus.com

From: Athena Salzer
Sent: Friday, March 11, 2022 8:21 AM
To: Metro Redesign
Subject: Northside meeting

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Thanks,
Athena

From: spam-digest@cityofmadison.com
To: [Metro Redesign](#)
Subject: End User Digest: 1 New Message
Date: Friday, March 11, 2022 9:53:03 AM



**End User Digest: 1 New Message
For MetroRedesign@cityofmadison.com**

The messages in your personal Digest represent emails that have been filtered and sorted into different categories, giving you an opportunity to take action on them. Click the link in the Subject column to view the message.

[Request New End User Digest](#) [Request Safe/Blocked Senders List](#) [Manage My Account](#)

The emails listed in this section have been placed in your personal Quarantine. Click Release to deliver the email to your inbox. To continue to receive future emails from the sender, click Allow Sender. To report messages that are not spam but are included in the Spam - Quarantined section, click Not Spam.

Spam - Quarantined		
From	Subject	Action
Paul@rootedwi.org	Bus Route and Food Access	Release Release and Allow Sender Block Sender

For more information contact your System Administrator.

From: [Cechvala, Michael](#)
To: [Stuehrenberg, Justin](#); [Metro Redesign](#)
Subject: FW: [D12] Bus Route changes
Date: Friday, March 11, 2022 10:44:06 AM

FYI

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Cechvala, Michael
Sent: Friday, March 11, 2022 10:43 AM
To: Abbas, Syed
Cc: Kevin Revolinski ; Lynch, Thomas
Subject: RE: [D12] Bus Route changes
Hi Alder Abbas, we'll take a look and try to find a solution.
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Abbas, Syed <district12@cityofmadison.com>
Sent: Friday, March 11, 2022 10:30 AM
To: Cechvala, Michael <MCechvala@cityofmadison.com>
Cc: Kevin Revolinski <revtravel@yahoo.com>; Lynch, Thomas <TLynch@cityofmadison.com>
Subject: Fw: [D12] Bus Route changes
Hi Mike,

Kevin's concerns are valid and I support a connection to Sherman Terrace. Can you please look into creating another amendment to connect Sherman Terrace with Metro?

Thanks
Syed

President Common Council
Alder Syed Abbas, City of Madison, District 12
[District 12 Website Signup for District 12 emails](#)
[Contact: 608-572-6984](#)

From: Kevin Revolinski <revtravel@yahoo.com>
Sent: Friday, March 11, 2022 10:04 AM
To: Abbas, Syed
Subject: Re: [D12] Bus Route changes

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

Dear Syed,

We can't express enough our deep disappointment that you didn't even mention concerns about the elimination of bus service via Sherman Terrace during the March 10 meeting. Sherman Terrace gets bumped around and now in a new district this was our welcome.

It seemed quite clear last night that there will be no thought given to at least splitting the peak hour service of the X to X1-X2. There is no public access to Fordem/Johnson as the crow flies yet the Metro reps last night keep vaguely suggesting maybe the city can come up with something. No, they can't. A simply look at a map will reveal that. Not unless they remove apartment buildings. It is what it is. I can't understand why on Johnson where they have at least dedicated Red line running every 15 minutes, all day. They insist on also giving that stop the infrequent peak hour X line. What happened to sharing? We'll take infrequent over no service at all.

The issue you *did* bring up regarding Pick'n'Save is surely important - arguably *more* important if we are competing here -- and hopefully they listen. Their proposal to stop on high-traffic off-ramps and again make people walk across two onramps 0.3 mile to key groceries in a food desert is absurd. This seems like another moment of not wanting to flex from their plan, which seems more mathematically calculated than human-focused and doesn't seem to take into account actual ridership information. Sherman Terrace has 219 two-bedroom units and our stop is busy, the bus is full in the mornings. Lakewood Gardens and the apartments along Sherman Ave just north of us have 100? 150? And while I don't think we are "poor" I know many of my neighbors don't have a high standard of living, many older residents are on fixed incomes. Some of us have lived here for 15, 20, 25 years. We've been for 16. We have given up hope of ever owning a house in Madison as the market and taxes leaves everyone in our neighborhood unable to achieve such a thing. Madison once again chooses to leave us behind. We are people not numbers. (Even if we were numbers, racing buses every 15 minutes down the empty corridor of Packers Ave. rather than serving the densely populated Sherman Ave corridor is seriously short-sighted. Sherman Ave. That's you too, right? We are hearing way too much about saving 10 minutes on a bus ride while everyone here has at minimum 14 minutes of walking to get to a stop.

Thanks anyway for reading this.

Regards,

Kevin Revolinski and Preamtip Satusuk
17 Sherman Terrace #4

Kevin Revolinski

kevin@revtravel.com

1-608-575-2337

On Thursday, February 17, 2022, 09:07:37 PM CST, Abbas, Syed <district12@cityofmadison.com> wrote:

Hi Kevin and Preamtip,

Thank you very much for sharing your feedback. I understand your concerns and want to share that with the metro general manager cc'd. I am hosting a public meeting on March 10th to discuss D12 and 18 route related issues or challenges. I will share more info at the end of this month. That meeting would be a good opportunity to directly talk to metro staff.

Best regards,

Syed

President Common Council

Alder Syed Abbas, City of Madison, District 12

[District 12 Website Signup for District 12 emails](#)

[Contact: 608-572-6984](#)

From: revtravel@yahoo.com <revtravel@yahoo.com>

Sent: Thursday, February 17, 2022 5:06 PM

To: Abbas, Syed

Subject: [D12] Bus Route changes

Recipient: District 12, Syed Abbas

Name: Kevin Revolinski

Address: 17 Sherman Ter #4, Madison, WI 53704

Phone: 608-575-2337

Email: revtravel@yahoo.com

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

Message:

Hello Mr. Abbas,

I'd say welcome to Dist 12 but I guess it is we who are joining here at Sherman Terrace. Thank you for the postcards regarding the proposed development at 1 Sherman Terrace. Today I am writing to you about another new proposal. It appears that Sherman Ave. from Fordem to Baldwin is being shut down. That's a very busy bus stop in front of our complex of 36 six-unit condos/apartments, and many commuters rely on it. The alternative will be to walk out to Sherman and either go through Tenney Park 0.7 mile to either stop on Johnson or cut through a narrow parking lot with no sidewalks in the neighboring Lakewood Gardens property. Not even sure that is technically public throughway. The emails are going around the complex right now and maybe our board will make a formal statement about it, but I hope we can count on you to support continuing service to our neighborhood. The alternating via Fordem / via Sherman Ave routes for Bus #2 has been working out for years. I for one don't want my wife or my retired neighbor friends walking through those areas after hours or in inclement weather. Anyway, thank you for receiving my email.

Sincerely,

Mr. Kevin Revolinski

Ms. Preamtip Satasuk

From: [Marian Celesnik](#)
To: [Metro Redesign](#)
Subject: North Sherman to Park and University
Date: Friday, March 11, 2022 11:29:54 AM

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

Good Morning Redesigners,

I was at the meeting on 3-10 and saw the maps. Question--- I go from N. Sherman and Macpherson St to Park and University on weekdays-- usually in mid-day. It looks like buses are every 30 minutes on N.Sherman---Is that correct? I would like to go on one bus --not having to transfer--- to arrive at Park and University. So which one of the alternate versions to the original First St plan is the best for my situation? (Big transfer spot at First St---not a good idea---dangerous intersection.) I thought 3a and 3b would work for me. I could not quite follow 3c. Thirty minutes between buses is not a problem for me. But I would rather not have to change buses.

I'm sure you know that the buses going down Gorham to the university can be really crowded on weekday mornings. Extra buses were put on for morning. (I have not been on a bus for 2 years because of covid) I saw thin blue lines on the map. Will service be adequate? How often will buses be in the morning peak time?

Comment on service for Sherman Terrance and the other apartment complex north of it: .The bus stop there on Sherman is heavily used. And there is no good walking route to Fordem from Sherman Terrace, and it's quite a distance. Walking through Tenny Park would mean a route that would be snow covered on winter mornings, and some people go to work in the dark and come home in the dark.

Walking through the next door apartment complex is also problematic.

Also yes, we do need bus service to airport. I know people who use it.

Thank you,

Marian Celesnik
1734 Sheridan Dr.

From: [Mike Franzen](#)
To: [Metro Redesign](#)
Subject: North/East Side
Date: Friday, March 11, 2022 1:04:21 PM

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

Hi,

Thank you for all the hard work on this redesign project. I really like the proposed plan as I am in Commercial/North neighborhood and more frequent and later/longer service would be great.

Two comments

1. With the proposed amendment near Wheeler (which I think makes sense), I don't think there needs to be any service to the airport. Who uses this? No one flying in or out is using the bus and I say this as a frequent flier. I don't think there is enough airport employees using the bus to justify a route/stop there.
2. I like the proposal to eliminate the stop/crossover at First and East Washington. As long as there is still a stop there on East Washington, riders who wanted to transfer from A/B to C or D could just walk a couple blocks.

Thanks!

-Mike

From: [Cechvala, Michael](#)
To: ["Marian Celesnik"; Metro Redesign](#)
Subject: RE: North Sherman to Park and University
Date: Friday, March 11, 2022 2:01:39 PM

Hi Marian, thank you for your email. In the draft plan you would have service every 30 minutes on Route D2 from Sherman and McPherson to University and Park. Amendments 3a, 3b, and 3c would all have the same service levels there. We are holding a contingency for extra service during peak periods if we need it for capacity.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Marian Celesnik

Sent: Friday, March 11, 2022 11:30 AM

To: Metro Redesign

Subject: North Sherman to Park and University

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

Good Morning Redesigners,

I was at the meeting on 3-10 and saw the maps. Question--- I go from N. Sherman and Macpherson St to Park and University on weekdays-- usually in mid-day. It looks like buses are every 30 minutes on N.Sherman---Is that correct? I would like to go on one bus --not having to transfer--- to arrive at Park and University. So which one of the alternate versions to the original First St plan is the best for my situation? (Big transfer spot at First St---not a good idea---dangerous intersection.) I thought 3a and 3b would work for me. I could not quite follow 3c. Thirty minutes between buses is not a problem for me. But I would rather not have to change buses.

I'm sure you know that the buses going down Gorham to the university can be really crowded on weekday mornings. Extra buses were put on for morning. (I have not been on a bus for 2 years because of covid) I saw thin blue lines on the map. Will service be adequate? How often will buses be in the morning peak time?

Comment on service for Sherman Terrance and the other apartment complex north of it: .The bus stop there on Sherman is heavily used. And there is no good walking route to Fordem from Sherman Terrace, and it's quite a distance. Walking through Tenny Park would mean a route that would be snow covered on winter mornings, and some people go to work in the dark and come home in the dark.

Walking through the next door apartment complex is also problematic.

Also yes, we do need bus service to airport. I know people who use it.

Thank you,

Marian Celesnik

1734 Sheridan Dr.

From: [NABIL AWAN](#)
To: [Metro Redesign](#)
Subject: Request to revise your new plan
Date: Friday, March 11, 2022 5:54:56 PM

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

Hi,

I'm a resident of Hilldale Towers and came to see the new plan. I'm shocked to see you are planning to remove the bus stop near the Park Tower and the nearest stop will only be at Eau Claire. The bus stop at Park Tower is one of the stops most students take the bus from. For a cold city like Madison, it can never be a good idea to decrease the number of stops. I'd request you to reconsider your plan. I hope you will not make the new plan inconvenient for those who uses your service.

Kind regards,
Nabil

From: [miaomiao](#)
To: [Metro Redesign](#)
Subject: redesign concerns
Date: Saturday, March 12, 2022 5:10:31 PM

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

Dear Officer,

After I know the metro bus will redesign in 2023, I took a look of the draft plan. I realize bus 32 will be gone, I always take the bus 32 on Thompson & Buckeye stop.

I don't know what to do if the bus 32 will be gone. I rely on the bus to go to work everyday. I don't have a car, and my salary can't afford to get a car. I would be so grateful if you guys can keep this line or this bus stop, so people can still go to work in this neighborhood.

Please let me know if there is any news about this. Thank you!

Vivian

From: [Andy Pfeiffer](#)
To: [Metro Redesign](#)
Subject: Sheboygan Ave
Date: Saturday, March 12, 2022 10:07:36 PM

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

Hi Metro Transit,

I'd like to write you about the major inconvenience the proposed redesign of the Sheboygan Avenue corridor would cause. The Sheboygan @ State Office Building stop is very busy every morning as it is and forcing all those people to walk and share a stop with the equally busy Sheboygan @ Eau Claire stop is nonsensical and would cause overcrowding in a time when that is still not a good idea (given how people are still concerned about COVID mutating again). Many students take the bus from these stops and it appears that this was not considered. Please keep the State Office Building stop to avoid future complaints. Thank you for your understanding.

The Segoe stop I understand to be an issue. It's incredibly awkward for a bus driver to have to turn left from the right lane for obvious reasons. The people who currently use that stop would have to walk farther and, if the State Office Building stop is kept, that will make that stop the busiest one on the street. Why would you get rid of the one that's best for business?

Andy Pfeiffer

From: [P.Burkard](#)
To: [Metro Redesign](#)
Subject: Question on Proposed Route D-1
Date: Sunday, March 13, 2022 10:15:39 AM

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

Hello,

On the Route Description of Route D-1, it mentions..."Service Every 30 minutes between Junction and Watts, via Watts, McKenna, Schroeder and Whitney.

My question isdoes the proposed route go BOTH ways ?

Schroeder to the New Transfer Point via Watts etc (the old pre-pandemic route #58) as well as going from the West Transfer Point down Watts and Schroeder (the Current #50 route)

or is it just going from the West Transfer Point down Watts and Schroeder (the Current #50 route) ?

Thanks,

Paul Burkard

From: [Monica](#)
To: [Metro Redesign](#)
Subject: UX & UI Design...
Date: Tuesday, March 15, 2022 4:48:43 AM

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

Hi metroredesign@cityofmadison.com,

I am **Monica**, Web Development Manager and I work with 120+experienced IT professionals who are into:

UX & UI design, Printing Website Design, Cleaning Website Design, Web design, UX & UI design, PHP Development, Wardress, Website Development, E-Commerce solutions.

May I know if you are interested in any of these services?

If you are interested, then I can send you our past work and price list.

Thanks & Regards,

Monica

From: spam-digest@cityofmadison.com
To: [Metro Redesign](#)
Subject: End User Digest: 1 New Message
Date: Tuesday, March 15, 2022 2:05:29 PM



**End User Digest: 1 New Message
For MetroRedesign@cityofmadison.com**

The messages in your personal Digest represent emails that have been filtered and sorted into different categories, giving you an opportunity to take action on them. Click the link in the Subject column to view the message.

[Request New End User Digest](#) [Request Safe/Blocked Senders List](#) [Manage My Account](#)

The emails listed in this section have been placed in your personal Quarantine. Click Release to deliver the email to your inbox. To continue to receive future emails from the sender, click Allow Sender. To report messages that are not spam but are included in the Spam - Quarantined section, click Not Spam.

Spam - Quarantined		
From	Subject	Action
sales@rettek86.com	Re:greeting from Retek for shipment lisence#metroredesign@cityofmadison.com	Release Release and Allow Sender Block Sender

For more information contact your System Administrator.

From: [Rusch, Mick](#)
To: [Metro Redesign](#)
Subject: Madison school district - concerns with redesign
Date: Tuesday, March 15, 2022 3:20:11 PM
Attachments: [image001.png](#)

We had a meeting today with MMSD where they expressed a big concern with the redesign. They asked for a meeting with the school superintendent and other leadership to talk with the redesign team. I have mentioned to them that we are looking at possible amendments to the draft plan, but I don't think that message has made it all the way to the top.

They asked for a meeting sometime in early April. They are going to be in touch with a preferred date.

Just wanted to get that on everyone's radar.

Mick



Mick Rusch

Marketing & Customer Service Manager

P: (608) 266.6532

metro transit

1245 E. Washington Ave. Ste. 201

Madison, WI 53703

mymetrobus.com

From: [Cechvala, Michael](#)
To: [Rusch, Mick](#); [Metro Redesign](#)
Subject: RE: Madison school district - concerns with redesign
Date: Tuesday, March 15, 2022 3:23:38 PM
Attachments: [image001.png](#)

Ok, thanks Mick. Let me know.
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Rusch, Mick
Sent: Tuesday, March 15, 2022 3:20 PM
To: Metro Redesign
Subject: Madison school district - concerns with redesign

We had a meeting today with MMSD where they expressed a big concern with the redesign. They asked for a meeting with the school superintendent and other leadership to talk with the redesign team. I have mentioned to them that we are looking at possible amendments to the draft plan, but I don't think that message has made it all the way to the top.

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Mick



Mick Rusch

Marketing & Customer Service Manager
P: (608) 266.6532

metro transit
1245 E. Washington Ave. Ste. 201
Madison, WI 53703
mymetrobus.com

From: [Sarah Perdue](#)
To: [Metro Redesign](#)
Subject: overall comments (for now!) and comments on proposed changes to C and D routes
Date: Tuesday, March 15, 2022 10:38:07 PM

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

Hello,

I attended the District 12/18 meeting last week. I live in District 12 and I am overall incredibly pleased with the proposed changes because of how they benefit me directly, which I know is selfish but I'm happy with the general plan. I'm also beyond thrilled with the "ridership alternative" being more favored than coverage.

For example: I live closest to the 5/28 and very close to the 6/15. I can walk in less than 12 minutes to the 4, 7, and 2 (in that order). I have lots of options, which should be great. In practice, I only take the 28 to get to campus. Why? Because the 15 comes almost at the same time as the 28 and the 28 is more direct. The 6 and 4 are painfully meandering. And by the time I plan my walk to catch the 7 or 2 and give myself an extra buffer to get there lest I miss the bus and need to wait 30 minutes, it turns out it's never useful for me to use them. The only time I do is if I'm coming home late at night, but for regular purposes, I have one bus, the 28.

Now, I'm lucky that I live so close to the proposed BRT routes, but even if I didn't, I would still be happy to walk 10, maybe up to 12 minutes to pick up a bus that I didn't have to time when I left my house but just knew I'd get frequent service anytime. I know walking further is a difficult pill to swallow for many people who have been used to nearly-at-their-door service, but I do hope most of them will see the benefit in the ridership alternative. I also hope that preparations are being made for increased paratransit use for those who can no longer make it to their stop.

One other general comment that I cannot stress enough: you absolutely need to make traffic signals priority for buses a reality. There is nothing worse than being on a regular route that stops at every single bus stop and again at every single stoplight. During rush hour, a 20 minute bus ride can turn into 45 minutes, and every time that happens, I get closer and closer to being one of those people who switches to driving to campus because I can afford it. I have a 3 mile trip and I get fed up! I can't imagine how awful it gets for people who have longer trips. PLEASE, make it so the buses can get to where they need to faster, give them a dedicated lane everywhere if you have to. We need to make taking the bus *easier* and if that means taking a car gets harder well so be it. Unless the bus becomes faster, more and more people will forgo the bus and start driving, which in turn makes the bus even slower because there's more traffic. You can see very quickly how the bus becomes a forgotten problem that only affects marginalized people. I love taking the bus and I want to keep doing so!

This brings me to my last point. At the 12/18 meeting, you shared proposed changes with the C and D routes. While the intentions are good, in practice your current amendments are awful. Awful! Why? Every city I've seen with light rail/ BRT (i.e. frequent service, more spaced stops) prioritizes intersections with BRT. BRT should be the artery that people want to get to, and shoot off from there as needed.

For example, if I lived further east off of Atwood or Cottage Grove Rd, too far to walk to E

Wash for BRT, but I wanted to get downtown or to campus, the way you have the C now is great: it intersects with BRT at First St and I have the choice of staying on the C to campus, or transferring to BRT for the Square or points west. Sure, I have to transfer and that's not always a dream, but at least I can get to rapid transit if i want it with that transfer. I didn't see the full switch on the C route, but presumably it'll swap with the D and run along Jenifer St / Broom Street. Which means: if i want to go to the Square, I have to overshoot west, then walk several blocks or pick up BRT. If i want to go to campus, I have to stay on the meandering route that will likely take far longer than it has to (one time this year I had to go from campus to Atwood/Fair Oaks and i just about died with how much slower it was than getting to the East High area. I don't know why anyone lives in SASY with how awful and long and slow their bus service is!)

Same thing with the new D, which presumably follows the current C west of First St. I have to parallel BRT on a slow local line but I never get to BRT until campus, plus now I still have to transfer to get anywhere past University Hospital. I'd rather transfer to BRT which will be much faster.

I know First St / E Eash isn't the best intersection. I live two blocks away. I bike, walk, or drive through it almost daily. I get why you want to avoid it. But. Avoiding a transfer point between the north side routes D/X and the east route C with the A/B lines is a huge mistake. As i said above with needing the buses to be faster and more convenient, you will absolutely lose riders from those areas who can afford to drive instead, and it will make the bus worse for it.

No wait, I have one more point: I would love to see the B route heading north go E Wash - North St - Commercial - SHERMAN, swapping it with the D2 north of there. This would allow it to run parallel to where it is now and effectively not add any distance, but instead of being good no matter what for everyone in the Sherman neighborhood (they either walk to the east or west boundary of their neighborhood for <15 min service; it's not a very wide area and one half is going to 'lose' no matter what), the Packers route doesn't really serve anyone east of it. Who lives there? Pretty much no one, and it's not like a hotbed of jobs. If instead you have the frequent BRT service on Sherman, you benefit a lot more residents, the same amount in the Sherman neighborhood but you add Sheridan and Brentwood Village. You still keep the cutover on Commercial/North to make the MATC/East Towne destination more convenient.

I wonder, too, then, if that would free up the D2 to make a local, closer cut into the Pick N Save, which is understandable why people don't want to walk from Packers to it. It's not a short walk. It's not convenient. (the people from the Northside who also want direct service to Woodman's...I don't want to say I don't care about them, but I think people need to be reasonable about direct service to one grocery store, and it makes sense that Northsiders get direct service to the northside Pick N Save.

OK i probably have more to add after new amendments come out. but in summary:

- love the ridership alternative emphasis; in practice I think others may come around
- please give buses priority. i cannot stress this enough. All the redesign in the world means nothing if the buses are still slow and people who can choose not to take them do so
- Love the overall plan as it pertains to me personally, but I acknowledge i am one person who happens to live a block of E Wash and BRT is going to be hugely beneficial to me

all routes must intersect with BRT as directly as reasonably possible. It's a huge mistake to bypass those intersections or make unofficial transfers blocks away. if not First St, you really ought to find a way to make the C and D routes intersect BRT sooner than campus

- Consider putting the B route down Sherman/Commercial/North instead of Packers/Commercial/North. It will help a lot more people with frequent service.

happy to talk more about any of these points!

-Sarah Perdue

2112 E Mifflin St

From: [Carol V.](#)
To: [Metro Redesign](#)
Subject: a few questions
Date: Wednesday, March 16, 2022 11:18:33 AM

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

Good morning Metro Redesign Team,

I just recently listened to the transit redesign meeting from March 10th. First, I want to thank the staff for all the effort that has gone into these meetings and into soliciting feedback. I have a few questions that I have not seen addressed and some comments.

First, why is the budget for this project confined to 2019 levels, including the Rapid Transit portion? The original justification for the wheel tax was to fund BRT. Why is that no longer the case?

Second, how will citizen feedback be incorporated into the final design, which is supposed to be adopted this summer?

Third, will the results from the redesign survey be made public?

Finally, I understand that there are physical constraints to take into account but I encourage the design team to keep riders front and center. Sending buses down roads because it is convenient for the bus and not the riders (e.g. Sherman vs Packers) is putting the cart before the horse. I also want to echo another person's concern that frequent service that is not convenient will lead to a lot of empty buses.

Again, I commend everyone for their hard work and I look forward to continued dialogue as the redesign gets closer to fruition.

Regards, Carol

From: [Natalie Callahan](#)
To: [URBAN ASSETS LLC](#); [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: RE: Metro redesign proposal concerns
Date: Wednesday, March 16, 2022 11:53:56 AM
Attachments: [Jane W. Madison Metro.pdf](#)

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Hello all,
Attached is another form from a Resident at Dryden.
All the best,

Natalie Callahan (she/her/hers)

Service Coordinator
Meridian Group, Inc.
Dryden Terrace
1902 Londonderry Dr
Madison, WI 53704
608-241-3129 direct line
608-260-7802 fax

ncallahan@zmeridian.com
www.meridiangroupinc.net

From: melissa@urbanassetsconsulting.com
Sent: Tuesday, March 08, 2022 2:11 PM
To: Natalie Callahan ; MetroRedesign@cityofmadison.com; district18@cityofmadison.com; district12@cityofmadison.com; mbottari@cityofmadison.com; mayor@cityofmadison.com; TLynch@cityofmadison.com; Cechvala, Michael
Subject: RE: Metro redesign proposal concerns
Thanks, Natalie! Please continue to send these to me.
Melissa

From: Natalie Callahan <NCallahan@zmeridian.com>
Sent: Monday, March 7, 2022 12:30 PM
To: MetroRedesign@cityofmadison.com; district18@cityofmadison.com; district12@cityofmadison.com; mbottari@cityofmadison.com; mayor@cityofmadison.com; TLynch@cityofmadison.com; Cechvala, Michael <MCechvala@cityofmadison.com>
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Good afternoon,
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All the best,

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Subject: RE: Metro redesign proposal concerns
Date: Wednesday, March 16, 2022 11:53:58 AM
Attachments: [Jane W. Madison Metro.pdf](#)

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Melissa

From: Natalie Callahan <NCallahan@zmeridian.com>
Sent: Monday, March 7, 2022 12:30 PM
To: MetroRedesign@cityofmadison.com; district18@cityofmadison.com; district12@cityofmadison.com; mbottari@cityofmadison.com; mayor@cityofmadison.com; TLynch@cityofmadison.com; Cechvala, Michael <MCechvala@cityofmadison.com>
Subject: Metro redesign proposal concerns

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

Good afternoon,
My name is Natalie and I am the service coordinator at a housing property on the north side of Madison. A few of my residents have expressed concerns over the Metro redesign plan, so I am helping fill out comment forms to scan and send over on their behalf. If you have any questions or trouble accessing the documents please do not hesitate to reach out.
All the best,

Natalie Callahan (she/her/hers)

Service Coordinator
Meridian Group, Inc.
Dryden Terrace
1902 Londonderry Dr
Madison, WI 53704
608-241-3129 direct line
608-260-7802 fax
ncallahan@zmeridian.com
www.meridiangroupinc.net

From: [Natalie Callahan](#)
To: [URBAN ASSETS LLC](#); [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: RE: Metro redesign proposal concerns
Date: Wednesday, March 16, 2022 11:54:00 AM
Attachments: [Jane W. Madison Metro.pdf](#)

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

Hello all,
Attached is another form from a Resident at Dryden.
All the best,

Natalie Callahan (she/her/hers)

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www.meridiangroupinc.net

From: melissa@urbanassetsconsulting.com
Sent: Tuesday, March 08, 2022 2:11 PM
To: Natalie Callahan ; MetroRedesign@cityofmadison.com; district18@cityofmadison.com; district12@cityofmadison.com; mbottari@cityofmadison.com; mayor@cityofmadison.com; TLynch@cityofmadison.com; Cechvala, Michael
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From: [URBAN ASSETS LLC](#)
To: [Kate Schulte](#)
Cc: [Metro Redesign](#)
Subject: RE: Poor network redesign
Date: Wednesday, March 16, 2022 12:43:44 PM

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

Thank you for your comment, Kate. I am copying metroredesign@cityofmadison.com to loop in Metro staff.
Melissa

From: Kate Schulte
Sent: Wednesday, March 16, 2022 12:36 PM
To: melissa@urbanassetsconsulting.com
Subject: Poor network redesign

Hello Melissa,

Perhaps you understand WHY Madison Metro's plan for a new bus route is one that is cutting off my bus service. And I am an individual who had been dependent on Madison's bus system since I cannot drive due to epilepsy. When I view Metro's new bus network, I see that I'll have to walk a mile to reach the bus line when I use the future **G** bus us that will allow me to transfer to the real the **B** route. Why is Metro avoiding the Southern border of Madison? This new bus route is going to make me search for a new house.

-Kate Schulte

Citizen of Madison

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Subject: Questions
Date: Wednesday, March 16, 2022 6:42:16 PM

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

Dear Metro:

- * Route A: Does this route serve Sun Prairie to shopping at Junction Road?
Are there 32 stops and only 1 stop on the Square going in one direction?
Any stops on A1 or A2 or only at the Park and Rides?
- * Route B: 10 stops are listed on the map
Are there any stops on Fish Hatchery and Park Street?
Are there any stops on Northport Drive or Troy?
- * Why are we bypassing and eliminating the Transfer Points?
- * What "jobs" are you referring to for your statistics?
- * Who is determining the places that people "need to go?"
- * How is eliminating 47 bus routes "improving" our system? Six routes were already eliminated because of Covid-19. X, Y, Z, 55 and 75 are peak only routes.
Route P is a loop from East Washington to Portage
This only leaves us with 8 routes - 2 stopping at the Square - Routes E and F only from the west side and stopping at the Square.
- * Only routes A and B show BRT stations. None of the other maps show the bus stops.
- * Route C begins at the University Hospital, bypasses the Square.
Where are the stops?
Right now, the 31 goes to Femrite and Agriculture and
Route 39 gets a block away from there which is close to a job site
These 2 buses alternate so that there is service every 1/2 hour
With the C1, C2 and C3 routes, people will need to learn and distinguish which routes go where and at what time
- * Already do not distribute route maps and schedules. Why waste money revamping the bus system? "If it's not broken, then don't fix it." Is this because the Feds have offered money for infrastructure?
- * Route D: No BRT stations are listed on the map. The stops are where? At the end?
Will there be a stop on E. Washington to transfer from D1 to D2?
Will there be a bus shelter to protect from the snow and rain and wind and a place to sit and wait and a trash can?
- * Routes A & D every 15 minutes on University Avenue will add to congestion
- * Route E: West to Square. The BRT stations are where?
How many people will this serve?
There are not too many patrons on Mineral Point, Whitney Way, Raymond and Muir

* Route F: Junction Road (west) to the Square. Where are the BRT stations?

Again, another west side route.

People on the west side aren't poor - they don't take the bus as much as the North, South and East - do they?

Why just stop at the Square?

Another bus on University

How many people is this route projected to serve?

* How many people serve now - with the current routes?

* How do you expect to get back to 2019 levels of service if you are eliminating service?

* Route G: Where are the BRT stations? Park Street to East Towne

* Getting rid of our transfer points is like getting rid of our Bus Depot 12 years ago and another one has not been rebuilt since. This means that when the bus stops at the Dutch Mills Park and Ride, the 11 and 12 commuter routes that only run during the weekday do not connect from Greyhound to Downtown - a person has to call and wait for a cab instead. There is no easy way to transfer to busses to travel across country in Madison. Even Milwaukee, L.A., NY, St. Louis have decent bus/ Amtrak depots to be able to transfer and travel across the country.

* Why don't we have a commercial bus depot and why are we trying to get rid of our MTA transfer point system?

* How are the children supposed to get to school? Especially poor children who do not have access to vehicles or cab fare?

* I propose we add a few more main line BRT buses and keep our present system.

* Any buses to West Towne Mall?

* Any buses traveling down Odana to the Social Security office?

*Route H: Where are the BRT stations? West to Park Street - replaces what bus?

S. Gammon/ Raymond - not many passengers?

Beltline - no passengers

Fish Hatchery

How many passengers is this route projected to reach?

Sincerely,

Concerned Metro bus rider

* Any buses to west Walmart?

*.

* Route D: No BRT stations are listed and also bypasses the Square.

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Subject: Questions/ observations
Date: Wednesday, March 16, 2022 7:04:12 PM

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

Dear Metro:

- * Can we compare the current passengers to the projected passengers?
- * We do not have annual reports from the last two years, so what figures and statistics are the reports for the redesign based on?
- * Route P: Travels in a circle. Who is this serving?
Where are the BRT stations?
Every time I take the 6 Hayes route, we rarely pick up or drop off passengers except maybe at the hotels
- * Route X: Peak only west to North. Where are the BRT stations?
Who is this route serving?
- * Route Y: West to Square. Where are the BRT stations?
Another west side only to the Square
Seems like this only serves a narrow population
- * Route Z: Fish Hatchery to the Square. Where are the BRT stations?
No passengers on John Nolan Drive
No passengers on Rimrock
S. Fish Hatchery Road - What is there? A shopping center?
Only to the Square - does not go North or East
- * What current routes are we keeping?
- * Olin Avenue - a poor neighborhood not served
- * Route 55: Epic to Watts Road. Where are the BRT stations?
Another west side/ peak only route
Very narrow - only to Epic to Watts Road
Who is going to ride this route?
People who work at Epic?
How many out of 254,000 people?
We're keeping this a number route and not changing it to a letter
- * Route 75: Epic to Square. Where are the BRT stations?
Another Epic route.
Looks like they had input
Again - west side only to the Square
- * Route 80: Where are the BRT stations?

80 serves the campus.

Does this stay the same or it it also changing?

* Can we have one color - the present route and a different color - the proposed route on the same map?

* Route 84: Where are the BRT stations?
University route staying a #, not turning into a letter

* "Some routes change completely on weekends". What has been done to address this issue?
Why not have consistent bus service 24/7? Why change on the weekends?

* "Longer walks" is not good in the rain and snow with children

*"Metro Rapid BRT envisions infrastructure improvements in 3 corridors: East-West, North-South and Middleton." What about North-East and East-South

* "make sure the benefits of future BRT routes extend beyond the initial East-West route to the whole city" - we have service throughout the whole city now. Why limit us to only the East-West corridor? Whose idea was this?

* Who are the designers of this plan?

* Do the designers of this plan take the bus? How often? What is their destination points?
What is their demographics?

Sincerely,

Concerned Metro rider

From: [J.Gihring](#)
To: [Metro Redesign](#)
Subject: Metro Redesign Comments - D Route
Date: Thursday, March 17, 2022 11:42:59 AM

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

Hello,

Thank you for soliciting comments on the metro redesign. Efficient public transportation is critical to the long-term health of our city and equitable access to everything Madison has to offer. I very much appreciate all of the efforts Metro has put in place to solicit public input.

A few thoughts regarding proposed service on the southwest side:

- Beltline/Midvale area to UW/Vet hospitals. Based on route maps, it appears that it would take more than an hour to travel from the beltline/Midvale area to the UW/Veterans hospital complex. I am concerned about the impact that this may have on the ability of residents in the Allied area to access well-paying healthcare jobs at these hospitals and nearby clinics.
- Specifically, the D1/D2 split...D1 runs from the allied neighborhood to the corner of Odana & Midvale. Then there is a 4-block break between the D1 and the closest route to the hospital (the X). I see the thought process behind the D/D1/D2 split, but that split turns a 5-10 minute drive into a 60+ minute bus ride with a 10 minute walk in the middle.
- Perhaps the D could be reconfigured to run all the way north on Midvale & connect with the Univ Ave/Midvale intersection? This would provide access to the frequent service along the A, C, & Y routes.
- Or connect the D directly to the X (instead of connecting the D2)...perhaps send the D north on Gateley Terrace or Anthony from Odana, west on Tokay, & then split D1/D1 at the Tokay & Midvale intersection? That would allow riders coming from the south on D1 to more easily connect w/ the X. I know few people want buses running on their street (e.g. residents on Anthony or Gateley), but this is all about providing efficient service to people who need public transportation. If the D only runs every 30 minutes, that seems like a minor imposition to achieve our broader goals of equity as a community.
- Or run both the X & D1 west-east along Odana between Whitney Way & Midvale instead of Tokay. I know that would diminish service for the Westmoreland neighborhood, but I expect that demographics indicate that residents in the Allied area have a greater need for frequent bus service than residents in Westmoreland.

Thank you for your attention.

Sincerely,
Jennifer Gihring
4209 Mohawk Dr.

From: [Jack Steinberg](#)
To: [Metro Redesign](#); [Evers, Tag](#); [Martin, Arvina](#)
Subject: Suggestions for changes to routes D2 and E
Date: Thursday, March 17, 2022 8:52:45 PM

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

Dear Metro re-design members and Alders,

First of all, I would like to thank you for hosting the recent community meetings regarding the transit re-design and listening to feedback from residents. I especially appreciate the proposed amendments that add route “O”, as that is a route which our household will use regularly to get to work and other activities and events around the Aliant Energy Center. Although all three of the options for route O work for us (Getting from Rimrock/rusk downtown to transfer to “B”, “E” or “X”), I feel that the second proposed option provides the best route for us as it appears to lead to a closer place to transfer to “B” or “E” (at Regent or Johnson/Gorham), without requiring going all the way to the square, and it doesn't require a one-way route, which would be more confusing to figure out.

Although the addition of Route O solves the problem with accessing our destinations, with the loss of service on Speedway, Mineral Point Road, Toepfer and Tokay, we still do not have adequate access in our own neighborhood of Westmorland, nor do our neighbors in Sunset Village.

Like my family, several of my neighbors rely on the current route 6 to get them from Mineral Point Road, Toepfer Ave, or Tokay Blvd to downtown or farther, even at non peak times. Additionally, many West High School students from the neighborhood use route 6 to get to and from school, including some students who have late arrival or early release and therefore do not come or leave at the normal school start/end time. Under the current draft proposal, Mineral Point road would only see bus service during peak hours and even then only every 30 minutes, whereas in 2019 there was a bus every 15 minutes up to Toepfer/Mineral Point and every 30 minutes beyond there. Toepfer and Tokay would not have service at all under the draft proposal.

To address the loss of service to Tokay, Toepfer and Mineral Point Road, I am suggesting altering the proposed route D2. Under the current draft proposal, route D would run Monroe to Odana, then split with route D2 taking Midvale to Tokay. I am proposing two options that would extend D2 to cover Tokay, Toepfer and Mineral Point road as well, without adding significant time or cost to the proposed route. One option would have D2 split off at Glenway (instead of Midvale) then travel Glenway to Tokay to Toepfer to Mineral Point to Midvale to Tokay, continuing on the proposed route from there. (Alternately, the split off could be on Frederik, Gately or Anthony). The other option would keep the D1-D2 split-off at Odana and Midvale, but at the split off have D2 take Midvale to Mineral Point to Toepfer to Tokay, then continuing on Tokay as proposed (this would have the bus crossing Midvale and Tokay twice in opposite directions, but would allow D2 to cover both the proposed route on Odana AND the loop on Mineral point, Toepfer and Tokay that are otherwise not served). Both of those options would restore service every 30 minutes to downtown from Mineral Point road, Toepfer ave, and Tokay blvd without making the route substantially longer. These options also

would provide a connection from D2 to E, which could be useful for those needing to get to UW Hospital from farther out on Midvale Blvd without needing to go downtown. During peak hour when X is running, ideally the schedules between D2/E and X would be staggered so that there would be a bus on Mineral Point Road about every 15 minutes during peak times.

Also to help address the need for people to get to West High School and UW Hospital from the neighborhoods, I am suggesting that route E be modified to continue from Regent up Speedway to Glenway to Regent to Highland before going to UW Hospital as proposed in the draft map. This would restore all day service to Speedway Ave, including the proposed redevelopments of the former gas station property and Moore's towing. Having service on Glenway would also add service to Hoyt school, the site of MSCR programs and the future home of Capital High.

I hope you will take these suggestions into consideration and work to make the transit system even better,

Jack Steinberg

steinbergjack@gmail.com

From: [Chris Yuen](#)
To: prvs=60765c8804=metroredesign@cityofmadison.com
Subject: Out of office Re: Suggestions for changes to routes D2 and E
Date: Thursday, March 17, 2022 8:52:50 PM

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

Thank you for your email. I am currently out of the office and will be back on Monday March 21.

--

Chris Yuen
Senior Associate
971-319-3168
www.jarrettwalker.com

From: [Laura Green](#)
To: [Metro Redesign](#)
Subject: Feedback meeting?
Date: Friday, March 18, 2022 9:12:28 AM

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

Hello,

Thank you for your work undertaking the significant task of the Madison Metro redesign. I attended the district 14 meeting last night to hear more about updates to the redesign plan. I was hoping to dialogue more with you but it seemed that meeting was not the platform for that. At the Catholic Multicultural Center, several staff have ideas and concerns of their own, and also in representation of what we have been hearing from the people we serve.

Would it be possible to set up a meeting (virtual or in person) for project staff to meet with some CMC staff to discuss this project and how it can best serve our community with the resources available?

Also, during the meeting I requested paper surveys since that is how we can best reach our guests...just a friendly reminder to please send those our way when you get a chance! If 2/3 are in English and 1/3 are in Spanish, that will be about what we need (maybe 30-50 total?).

thank you and have a great day,

Laura Green (she/her)

Grants & Communications Coordinator

608.441.1180 | 1862 Beld St, Madison



[Like us on Facebook!](#)

From: [Jackie Bastyr Cooper](#)
To: [Metro Redesign](#)
Cc: [Carter, Sheri](#); [Figueroa Cole, Yannette](#); mpearson2@madison.k12.wi.us; [Dominic J. Ledesma](#)
Subject: South Madison Redesign Feedback
Date: Friday, March 18, 2022 9:49:15 AM
Attachments: [image002.emz](#)
[oledata.mso](#)
[image001.png](#)

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Hello,

Thank you for presenting last night regarding the Metro Redesign for the South side. I have a number of concerns that must be considered when finalizing these plans – with a lens looking at riders whose primary mode of transportation IS in fact Madison Metro (not a personal vehicle/commuter).

Access to a full-service grocery store.

Currently, Route 40 provides a wide range of residents living in District 10 and District 14 transportation to the Pick ‘n Save grocery store located on Cahill Main/Fish Hatchery Road. In the redesign, from what I can recall, residents living in much of the area served by Route 40 (outlined in red and blue) would no longer have this easy access to a grocery store – they would either have to take a bus to the South Transfer point OR they would have to walk to Fish Hatchery Road to access Route “B”.

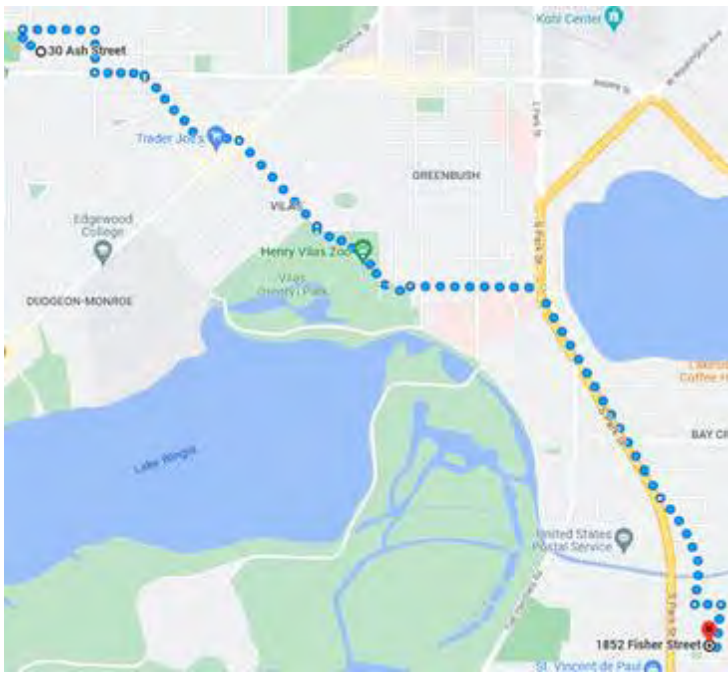
- **A person living in apartments near Leopold elementary school** would have to walk **1.1 miles to and from** Pick ‘n Save (or 1/2 mile to/from a bus stop on Fish Hatchery Road for Route B).
- **A person living in the River Bend apartments on the West Beltline frontage road** would have to walk 1.8 miles to and from the Route B bus stop on Fish Hatchery Road (or 2.4 miles to and from Pick ‘n Save via the Capital City Trail).
- **This makes buying a weeks’ worth of groceries near impossible for many, especially residents with physical disabilities or senior citizens, and would require multiple trips in a week for many, especially those with families.**



Access to transportation home for middle and high school students

Middle and high school students living in District 10 and District 14's only form of transportation home from school is via the dedicated Madison Metro after-school bus. If a student wants to stay after school to get help from teachers or participate in extracurricular activities, **transportation is already an issue and it appears to be even more of an issue with the redesign**. At least at the middle school level there is (I believe) a second Madison Metro after-school bus that will return them home. However, for high school students this option does not exist – which is resulting in students having to choose to miss out on these activities and academic support because of transportation issues.

- A West HS student who wishes to stay after school for homework club (leaving at ~5pm), or for athletics (leaving just after 6pm):
 - To the Cherokee MS area **NO BUS SERVICE**: student would need to walk 2.6 miles
 - To Fisher Street area **NO BUS SERVICE**: student would have to walk 3 miles
 - To the Leopold ES area (leaving at 5pm): student would take the #6 -> #4/#18 and then walk ~11 minutes (total time: 1 hr 11 minutes)
 - To the Leopold ES area (leaving at 6pm): student would take the #6 at 6:39pm -> #5 -> #40 (total time: 1 hr 10 minutes)



- A West HS student who participates in a sport that does NOT practice at the high school (baseball, gymnastics, soccer, softball) has additional transportation issues (which can be found [HERE](#)).

I hope you will consider riders who are NOT commuters, but rather riders that really depend on Madison Metro for their transportation. Commuters will always find a way to ride the bus if they choose that option – most often driving someplace to park and catch their desired bus. However, many riders do not have this option and I hope you will consider them FIRST with your redesign.

Sincerely,

Jackie Bastyr Cooper

20+ year Madison Metro Commuter

From: [Jackie Bastyr Cooper](#)
To: [Metro Redesign](#)
Cc: [Carter, Sheri](#); [Figueroa Cole, Yvette](#); mpearson2@madison.k12.wi.us; [Dominic J. Ledesma](#)
Subject: South Madison Redesign Feedback
Date: Friday, March 18, 2022 9:49:16 AM
Attachments: [image002.emz](#)
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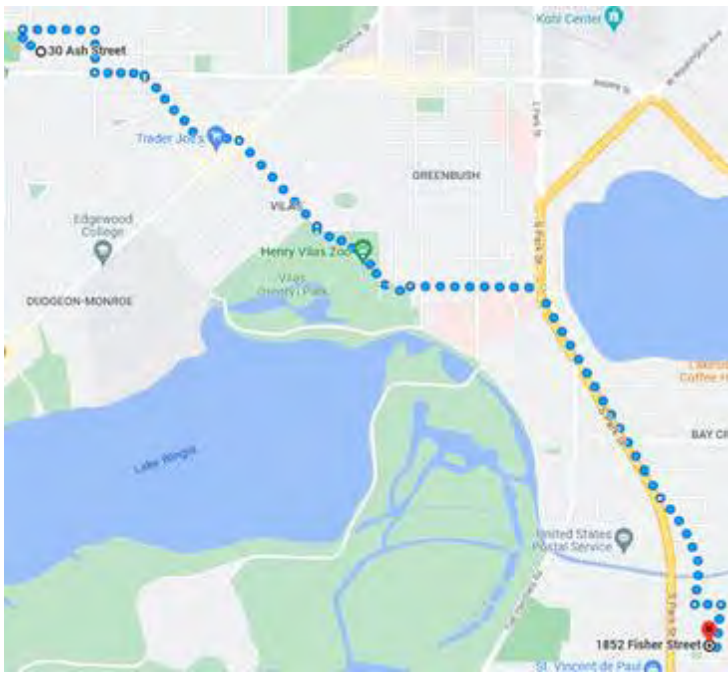
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Sincerely,

Jackie Bastyr Cooper

20+ year Madison Metro Commuter

From: [Jackie Bastyr Cooper](#)
To: [Metro Redesign](#)
Cc: [Carter, Sheri](#); [Figueroa Cole, Yvette](#); mpearson2@madison.k12.wi.us; [Dominic J. Ledesma](#)
Subject: South Madison Redesign Feedback
Date: Friday, March 18, 2022 9:49:17 AM
Attachments: [image002.emz](#)
[oledata.mso](#)
[image001.png](#)

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

Hello,

Thank you for presenting last night regarding the Metro Redesign for the South side. I have a number of concerns that must be considered when finalizing these plans – with a lens looking at riders whose primary mode of transportation IS in fact Madison Metro (not a personal vehicle/commuter).

Access to a full-service grocery store.

Currently, Route 40 provides a wide range of residents living in District 10 and District 14 transportation to the Pick ‘n Save grocery store located on Cahill Main/Fish Hatchery Road. In the redesign, from what I can recall, residents living in much of the area served by Route 40 (outlined in red and blue) would no longer have this easy access to a grocery store – they would either have to take a bus to the South Transfer point OR they would have to walk to Fish Hatchery Road to access Route “B”.

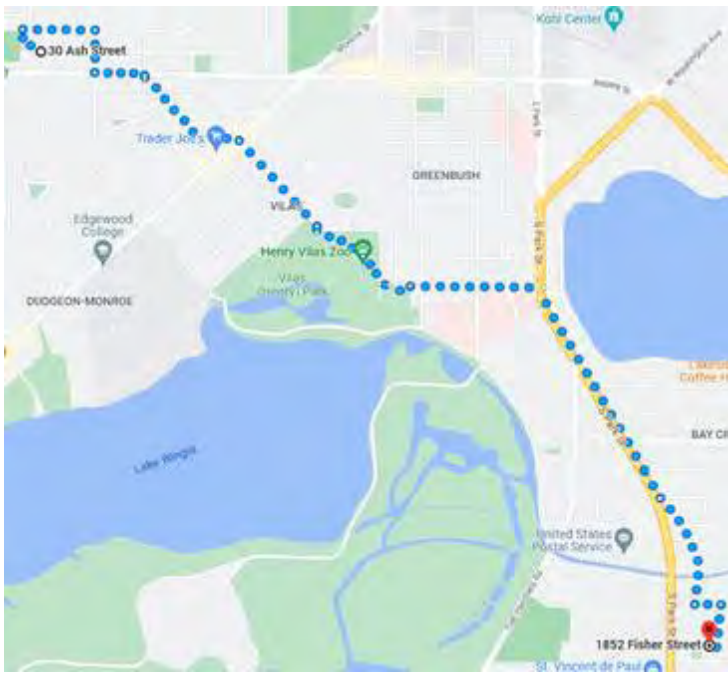
- **A person living in apartments near Leopold elementary school** would have to walk **1.1 miles to and from** Pick ‘n Save (or 1/2 mile to/from a bus stop on Fish Hatchery Road for Route B).
- **A person living in the River Bend apartments on the West Beltline frontage road** would have to walk 1.8 miles to and from the Route B bus stop on Fish Hatchery Road (or 2.4 miles to and from Pick ‘n Save via the Capital City Trail).
- **This makes buying a weeks’ worth of groceries near impossible for many, especially residents with physical disabilities or senior citizens, and would require multiple trips in a week for many, especially those with families.**



Access to transportation home for middle and high school students

Middle and high school students living in District 10 and District 14's only form of transportation home from school is via the dedicated Madison Metro after-school bus. If a student wants to stay after school to get help from teachers or participate in extracurricular activities, **transportation is already an issue and it appears to be even more of an issue with the redesign.** At least at the middle school level there is (I believe) a second Madison Metro after-school bus that will return them home. However, for high school students this option does not exist – which is resulting in students having to choose to miss out on these activities and academic support because of transportation issues.

- A West HS student who wishes to stay after school for homework club (leaving at ~5pm), or for athletics (leaving just after 6pm):
 - To the Cherokee MS area **NO BUS SERVICE**: student would need to walk 2.6 miles
 - To Fisher Street area **NO BUS SERVICE**: student would have to walk 3 miles
 - To the Leopold ES area (leaving at 5pm): student would take the #6 -> #4/#18 and then walk ~11 minutes (total time: 1 hr 11 minutes)
 - To the Leopold ES area (leaving at 6pm): student would take the #6 at 6:39pm -> #5 -> #40 (total time: 1 hr 10 minutes)



- A West HS student who participates in a sport that does NOT practice at the high school (baseball, gymnastics, soccer, softball) has additional transportation issues (which can be found [HERE](#)).

I hope you will consider riders who are NOT commuters, but rather riders that really depend on Madison Metro for their transportation. Commuters will always find a way to ride the bus if they choose that option – most often driving someplace to park and catch their desired bus. However, many riders do not have this option and I hope you will consider them FIRST with your redesign.

Sincerely,

Jackie Bastyr Cooper

20+ year Madison Metro Commuter

From: [Cindy Schlichte](#)
To: [Metro Redesign](#)
Cc: [GNC](#); [Evers, Tag](#); [Erickson, Chuck](#); [Knepp, Eric](#); greenbushneighborhood@groups.io
Subject: Comments on Metro Re-design
Date: Friday, March 18, 2022 1:59:10 PM

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

Dear Madison Metro -

The Greenbush Neighborhood Council (GNC) would like to weigh in on the proposed Madison Metro re-design. We appreciate the focus on increased accessibility and frequency to Madison residents places of employment. That said, we feel that that re-design proposal misses the mark and lacks accessibility to recreational areas and in particular Vilas Park and Vilas Zoo. During the nearly 2-year Vilas Park Master Planning (VPMP) work, Greenbush residents and other community members overwhelmingly supported increased and enhanced public transit access to Vilas Park and the zoo, however, we feel that the proposed Metro re-design draft doesn't appear to take the work of the VPMP into account.

Here is some relevant context from the VPMP that indicates the desire for increased metro service for Vilas Park.

(<https://www.cityofmadison.com/parks/documents/VilasParkMPReportExecSummaryupdate5102021.pdf>):

(p. 285): “Possible Metro Transit stop shown at intersection of Orchard Street and Wingra Drive. In keeping with the need to improve access for public transit, Metro suggested a possible stop at the corner of Orchard Street and Wingra Drive. Metro is unlikely to service the interior of the park due to the number and scale of pedestrian movements. This proposed stop, along with a potential stop at the corner of Drake Street and Randall Avenue, would be improvements to the current access at Erin Street and Mills Street. Any routes would need to be discussed and approved by Metro. At the time of the master planning process, Metro was undergoing a route analysis. Final determination of any stop would be made outside of the scope of this master plan.”

And the final VPMP recommendations specifically include:

(p. 292): “Suggest METRO provide bus service at Drake Street and Randall Avenue.”

(p. 293): “Suggest METRO provide bus service at Orchard Street and Wingra Drive”

These recommendations, according to the report itself, “...are a representation of 21 months of planning and design including: four community meetings, seven stakeholder meetings, online surveys, email comments, among others. City staff and State agencies provided input on regulatory and statutory requirements.”

Thank you for this opportunity to express our concerns and re-iterate the results of the VPMP and wishes of Greenbush residents as it relates to the Metro re-design. We hope that you will take our feedback into serious consideration and make changes more reflective of the desires of community members and the Vilas Park Master Plan.

Sincerely,
Cindy Schlichte on behalf of the Greenbush Neighborhood Council

From: greenbushneighborhood@groups.io on behalf of [cindy schlichte](#)
To: [Metro Redesign](#)
Cc: [GNC](#); [Evers, Tag](#); [Erickson, Chuck](#); [Knepp, Eric](#); greenbushneighborhood@groups.io
Subject: [greenbushneighborhood] Comments on Metro Re-design
Date: Friday, March 18, 2022 1:59:15 PM

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Dear Madison Metro -

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Thank you for this opportunity to express our concerns and re-iterate the results of the VPMP and wishes of Greenbush residents as it relates to the Metro re-design. We hope that you will take our feedback into serious consideration and make changes more reflective of the desires of community members and the Vilas Park Master Plan.

Sincerely,
Cindy Schlichte on behalf of the Greenbush Neighborhood Council

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From: [URBAN ASSETS LLC](#)
To: [Laura Green](#); [Metro Redesign](#)
Subject: RE: Feedback meeting?
Date: Friday, March 18, 2022 2:16:02 PM

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

Hi Laura –

Yes, we can absolutely set something up with CMC staff, virtual or in person. Can you send a few dates/times that work and we will make one work? We will drop of the surveys early next week.

Have a good weekend!

Melissa

From: Laura Green
Sent: Friday, March 18, 2022 9:12 AM
To: MetroRedesign@cityofmadison.com
Subject: Feedback meeting?

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

Hello,

Thank you for your work undertaking the significant task of the Madison Metro redesign. I attended the district 14 meeting last night to hear more about updates to the redesign plan. I was hoping to dialogue more with you but it seemed that meeting was not the platform for that. At the Catholic Multicultural Center, several staff have ideas and concerns of their own, and also in representation of what we have been hearing from the people we serve.

Would it be possible to set up a meeting (virtual or in person) for project staff to meet with some CMC staff to discuss this project and how it can best serve our community with the resources available?

Also, during the meeting I requested paper surveys since that is how we can best reach our guests...just a friendly reminder to please send those our way when you get a chance! If 2/3 are in English and 1/3 are in Spanish, that will be about what we need (maybe 30-50 total?).

thank you and have a great day,

Laura Green (she/her)

Grants & Communications Coordinator

608.441.1180 | 1862 Beld St, Madison



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From: [Liz Wessel](#)
To: [Metro Redesign](#)
Cc: [Don Ferber](#)
Subject: Madison Metro Redesign Comments/Feedback
Date: Sunday, March 20, 2022 4:42:40 PM

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

Hello.

I am just checking in to make sure that our comments on the Madison Metro Redesign were received. I did receive an email from the Mayor's office but nothing from Madison metro.

We would appreciate you letting us know that the comments were indeed received.

Thank you!

Liz

Liz Wessel
pronouns: she, her, hers
Sierra Club Four Lakes Group
www.sierraclub.org/wisconsin/four-lakes
608.238.9934

On Monday, March 7, 2022, 09:01:44 PM CST, Liz Wessel wrote:



754 Williamson Street
Madison, WI 53703
www.sierraclub.org/wisconsin/four-lakes

To: Madison Metro Redesign, MetroRedesign@cityofmadison.com
Mayor Satya Rhodes-Conway, mayor@cityofmadison.com

From: Sierra Club Four Lakes Group
Contacts: Executive Committee Members
Liz Wessel, lizard59sc@yahoo.com
Don Ferber, d_ferber@sbcglobal.net

RE: Comments on Proposed Redesign of the Madison Metro System

These comments are prepared on behalf of the Sierra Club Four Lakes Group. The Four Lakes Group covers nine south central Wisconsin counties with Dane County in the middle. We have nearly 7300 members & supporters across Dane County.

As a system that broadly impacts communities across our region and has an impact on how, locally, we will address climate change, these comments may not be the only comments we submit as we find out more about the proposed system and listen to and read the comments of other individuals and organizations.

SYSTEM WIDE

Meeting the needs of limited income populations and people of color

We recommend that the analysis of how well the proposed system serves low income and people of color be redone. Based on the presentation and the report, it is apparent that the downtown student population is distorting the conclusions made in the presentation about how well the redesign would serve these populations. We are concerned that the bias of including a large number of low income students may not create a functional system for those that need it most outside of the downtown and campus, such as on the north or south sides.

Comments made by a north side resident made it clear that service in their area, especially for residents with disabilities, may not be as functional as other areas where low income populations reside. We need to be confident we are meeting the needs of these peripheral populations, and if needed, adjust the routes to ensure a good level of access to jobs, grocery stores, medical centers and schools for these populations with high transit needs.

Again, we request redoing the Proposed Network Analysis for low income populations & communities of color focusing on those at the periphery without the downtown student population. The downtown population will clearly be well served by the redesign.

Meeting the needs of differently-abled populations

Transit can be transformative for those who cannot drive. There should be greater clarity and analysis of how well the proposed system serves the differently-abled populations. A separate map could be included showing how the existing retirement and disability communities and housing facilities will be served in order to provide some clarity.

In addition, Madison Metro should be looking ahead to new development proposals on the urban center periphery that will create housing explicitly for these populations. The map could include some of these major developments that are in the process of being developed or are currently proposed.

In addition, for people with limited mobility who might be further from transit stops with the redesign, to what extent will other options, such as paratransit or even taxis, be provided or expanded to fully serve their needs, or serve as a link to Metro?

Ridership Projections

Overall, the draft plan's emphasis on simpler routes that remain the same through the weekends, and focus on more frequent and rapid access to jobs and other locations seems to be a positive step, but it would be interesting to see if changes in ridership projections can be made based on the draft plan, perhaps even by groups of people and areas.

Park & Ride Lots - <https://www.cityofmadison.com/metro/how-to-ride/park-ride-lots>

For transparency and clarity, add any known park and ride lots that will be a part of the system to the Key Transfer Locations map (page 22).

Will the City continue to serve the existing park and ride lots? For example, if there is no longer a North Transfer Point, where will a northside Park & Ride be located? The current park & ride lot lies between routes B & D2.

As the system does not extend very far south, does it make sense to add some additional park and ride space on a frequent service line in the south of Madison west, central and east. The Dutch Mill park and ride is often overflowing with cars. And it makes sense to have a south side park and ride near the terminus of BRT route B to encourage ridership.

Seamless Connections with Regional/Intercity Buses

In order to encourage the seamless connection with regional buses, it would be useful if there was at least one map showing where these connections occur, and to which regional bus lines. The information could be added to the Key Transfer Locations map (page 22) or be a separate map. These bus lines include:

- Badger Bus
- Greyhound
- Jefferson Lines
- Lamers Bus Lines
- Megabus
- Van Galder/Coach USA

If the 200 block of Lake St will continue to be used as the downtown intercity bus stop, it should be equipped with a better shelter (larger) with electronic & physical connection information to the Madison Metro System.

For routes like the Badger Bus to Milwaukee, Madison Metro should work with Badger Bus to find a sheltered stop on the east side that is integral to and provides seamless connection between services, perhaps at an enhanced BRT station. The current location of the east side stop is at East Washington & East Johnson which is beyond (east of) a major intersection for the proposed redesigned Metro System at the junction of East Washington, North St and Milwaukee St.

Access to Jobs and Grocery Stores

We appreciate the analysis and attention paid to access of grocery stores in different parts of the community. We need to also make sure, as some of the stores are located at busy intersections, that there is great pedestrian access (without stairs) for people to be able to haul groceries safely to the bus stop.

We were appreciative to see the emphasis on connection to major employers in the report.

One of the clear asks in the 2018 *Arrive Together: Transportation Access and Equity in Wisconsin* report co-authored by the Sierra Club, was to make sure that transit systems analyze a system's connection to the area's largest employers.

Access to other important services

As we get into the finer analysis of the proposed system, we need to consider the main health clinics and hospitals as well as schools particularly high schools that rely on City service, and our public lands and parks, as access to nature and parks is important to people's health, as well as they should have access to parks that they pay taxes for.

In our analysis of Dane County park access, we found the following regarding the redesign:

- Access to Mendota County Park remains the same.
- Access to Cherokee Marsh and the Ice Age Junction is somewhat improved with closer proximity, but still some distance away, and only during peak hours for Cherokee.
- Access to Lake View Hill park is somewhat reduced.
- Access to the Jenny and Kyle Preserve which explicitly serves youth and people with disabilities has been removed. The disconnect of this important park should be reconsidered.
- Access to Tenney Park Lock and Dam has also been removed with no direct service.

Route Simplification

The simplification in route names is a benefit, as complicated routes, routes with alternating patterns throughout the day, and changes in route schedules from weekdays to weekends make the transit system difficult for new or occasional riders to navigate.

ROUTE SPECIFIC

Current Route 31/Proposed Route C3

At the time of its creation, Route 31 was hailed as a positive example of transit expansions that are better serving lower income neighborhoods in Madison: "One

of the main requests from that neighborhood was that they really wanted transit service.” It provides much-needed connection to areas of recreation and access to job hubs, including Two Men and a Truck movers. (quote from Arrive Together Report, 2018, page 43).

In the proposed redesign, this route is replaced by Route C3 which will run on a 60 minute basis. It does not extend as far south (to Siggelkow) as the current route 31. We suggest finding a way to connect the new proposed route C3 with the G route which provides 30 min service west from the southeast corner of Madison. This would enable westward travel towards the B Route and other south Madison destinations including the Alliant Center. Here are some ideas:

- Run the C3 over on Broadway to Monona, adding a stop for the G route; and then run it nonstop north to Cottage Grove.
- Stopping at Pflaum & Stoughton Rd. Adding a pedestrian and bike bridge. The connection at Turner is about a 5 min walk. This would also open up access to LaFollette, Edna Taylor Conservation Park, Farm & Fleet and other businesses and services along the Frontage Rd.

Note that Stoughton Rd was identified as a significant barrier to pedestrian and bicycle travel both across and along the corridor in a DOT needs assessment for this corridor. The redesign should prioritize the creation of safer pedestrian and bike access and connectivity with the Metro System.

Route D2 to the airport.

As proposed the service on this route would be reduced when non peak (early morning, evenings and weekends). While the pandemic left the airport deserted with airlines dramatically downsizing if not eliminating service, service is returning to the airport and rebounding quickly, and expected to grow further. **We support a regular service on the 30 min frequency throughout the day/evening for the following reasons:**

- The Madison Metro System needs to be the core of a multimodal transportation system that links the various modes of transportation in Madison and the core of Dane County.
- The current airport flight schedule is loaded towards the morning and evening flight arrivals. There are many flights that arrive after 7 or 8 PM as airlines store equipment in Madison for the following day's morning flights. This practice creates a ground transportation demand well into evening hours as well as early morning hours both for workers and travelers.
- The evening arrival experience can be very frustrating as buses are infrequent. Taxis are no longer stationed at the airport and operate like other online services (Lyft & Uber). Waiting for over 45 minutes is not uncommon. And these transportation services are expensive relative to a bus.
- The airport serves both as a job center and as a transportation center with travelers coming into our "system" as well as exiting. The numbers:
 - [Bureau of Transportation statistics](#) for 2021 for MSN Dane County Regional Airport (DCRA) (12 months ending in November) arrival and departure passengers (enplaned revenue passengers):
 - 654,000 arrivals
 - 653,000 departures
 - DCRA plays a crucial role in the everyday economic and social life of Dane County. Nearly 6,500 workers are employed in the county as a direct result of airport operations and facilities use, ranking the airport as the third-largest full-time employer in Dane County. (https://www.msnaairport.com/about/news/economic_impact#:~:text=DCRA%20plays%20a%20crucial%20role,time%20employer%20in%20Dane%20County.)
 - There is an \$85 million expansion planned to accommodate more flights and airlines. https://madison.com/wsj/news/local/govt-and-politics/dane-county-regional-airports-85m-expansion-to-pave-way-for-more-flights-passengers/article_ea4c45aa-6c42-5d86-b00b-14eb2cbfcf66.html
With the airport expansion on the way, with the corresponding planned increases to traffic and jobs, Madison Metro needs to deliver sufficient service to accommodate the expansion, and to make the shift away from parking and to public transit.

INFRASTRUCTURE

Real time schedules

The system needs to have real time schedules available not just online via a smartphone, but at stops as is currently done on the Capitol Square. The BRT stations are being planned to have visual digital signals showing the approaching buses to a stop.

Visual information should not be just for BRT stations. We should add this technology to more places in the system. However, it might make sense to wait a year or two to make sure that the approved routes stand the test of real use before adding this type of signage to a stop.

Enhancements for the visually impaired (assistive technology??)

Is the system including BRT compatible with assistive technology such as the Moovit service? Or is there another technology system that will be used? <https://www.smartcitiesdive.com/news/moovit-wawalk-public-transit-accessibility-visually-im/611346/>

Intel-backed Mobility as a Service company Moovit has real-time transit and direction data for more than 3,400 cities across 112 countries. Their partnership with WeWALK will integrate that data into technology-enhanced white canes for tactile or verbal directions. The cane can announce route options and offer step-by-step directions, including details about where a user should stand to board, and offer information on how crowded buses are as they arrive.

There needs to be more than digital and visual signage for the visually impaired as public transit is a necessity for quality of life in a community such as Madison.

Pedestrian infrastructure for safe access to the system

In sections of the system like Washington Ave and Stoughton Rd where there are multiple lanes and a higher level of speed and unfortunately a history of pedestrian accidents and deaths, we need to include the appropriate pedestrian infrastructure.

This access also needs to be designed to accommodate those that rely on bikes, wheelchairs, strollers and other wheeled devices as part of their daily transportation.

Street level directional signs to stops

It would be helpful for some to have signs indicating where the metro stop is located, particularly where there are changes to routes or elimination of service.

Regional/Intercity Bus Shelter - Intermodal Connections

If the city is not going to build a regional bus depot, then at a minimum it needs to build a regional bus shelter at a suitable location ideally on a very close to the frequent service provided by BRT or other main service lines. They should provide adequate coverage for more people and their luggage and include real time transfer information between the Madison Metro system and the intercity system, as well as intercity arrivals and departures.

For example, airports with regional bus service have columns with posted schedules, web sites, and often phone numbers for regional bus services available.

Again, having the Madison Metro system provide the foundation for a multimodal transportation system within the urban core as well as connections to regional transportation is a key issue and important to the success of both.

Respectfully submitted on March 7th, 2022.

Liz Wessel

pronouns: she, her, hers

Sierra Club Four Lakes Group

www.sierraclub.org/wisconsin/four-lakes

608.238.9934

From: [URBAN ASSETS LLC](#)
To: [Liz Wessel - Metro Redesign](#)
Cc: [Don Ferber](#)
Subject: RE: Madison Metro Redesign Comments/Feedback
Date: Sunday, March 20, 2022 4:02:55 PM

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

Hi Liz –
Yes, they were received! Quite a comprehensive list of comments!
Melissa

From: Liz Wessel
Sent: Sunday, March 20, 2022 4:43 PM
To: MetroRedesign@cityofmadison.com
Cc: Don Ferber
Subject: Madison Metro Redesign Comments/Feedback

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

Hello,
I am just checking in to make sure that our comments on the Madison Metro Redesign were received. I did receive an email from the Mayor's office but nothing from Madison metro. We would appreciate you letting us know that the comments were indeed received.

Thank you!
Liz
Liz Wessel
pronouns: she, her, hers
Sierra Club Four Lakes Group
www.sierraclub.org/wisconsin/four-lakes
608.238.9934
On Monday, March 7, 2022, 09:01:44 PM CST, Liz Wessel <lizard59sc@yahoo.com> wrote:



SIERRA CLUB

FOUR LAKES GROUP

754 Williamson Street
Madison, WI 53703
www.sierraclub.org/wisconsin/four-lakes

To: Madison Metro Redesign, MetroRedesign@cityofmadison.com
Mayor Satya Rhodes-Conway, mayor@cityofmadison.com
From: Sierra Club Four Lakes Group
Contacts: Executive Committee Members
Liz Wessel, lizard59sc@yahoo.com
Don Ferber, d_ferber@sbglobal.net
RE: Comments on Proposed Redesign of the Madison Metro System

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We appreciate the analysis and attention paid to access of grocery stores in different parts of the community. We need to also make sure, as some of the stores are located at busy intersections, that there is great pedestrian access (without stairs) for people to be able to haul groceries safely to the bus stop.

We were appreciative to see the emphasis on connection to major employers in the report.

One of the clear asks in the 2018 *Arrive Together: Transportation Access and Equity in Wisconsin* report co-authored by the Sierra Club, was to make sure that transit systems analyze a system's connection to the area's largest employers.

Access to other important services

As we get into the finer analysis of the proposed system, we need to consider the main health clinics and hospitals as well as schools particularly high schools that rely on City service, and our public lands and parks, as access to nature and parks is important to people's health, as well as they should have access to parks that they pay taxes for.

In our analysis of Dane County park access, we found the following regarding the redesign:

- Access to Mendota County Park remains the same.
- Access to Cherokee Marsh and the Ice Age Junction is somewhat improved with closer proximity, but still some distance away, and only during peak hours for Cherokee.
- Access to Lake View Hill park is somewhat reduced.
- Access to the Jenny and Kyle Preserve which explicitly serves youth and people with disabilities has been removed. The disconnect of this important park should be reconsidered.
- Access to Tenney Park Lock and Dam has also been removed with no direct service.

Route Simplification

The simplification in route names is a benefit, as complicated routes, routes with alternating patterns throughout the day, and changes in route schedules from weekdays to weekends make the transit system difficult for new or occasional riders to navigate.

ROUTE SPECIFIC

Current Route 31/Proposed Route C3

At the time of its creation, Route 31 was hailed as a positive example of transit expansions that are better serving lower income neighborhoods in Madison: "One of the main requests from that neighborhood was that they really wanted transit service." It provides much-needed connection to areas of recreation and access to job hubs, including Two Men and a Truck movers. (quote from *Arrive Together Report*, 2018, page 43).

In the proposed redesign, this route is replaced by Route C3 which will run on a 60 minute basis. It does not extend as far south (to Siggelkow) as the current route 31. We suggest finding a way to connect the new proposed route C3 with the G

route which provides 30 min service west from the southeast corner of Madison. This would enable westward travel towards the B Route and other south Madison destinations including the Alliant Center. Here are some ideas:

- Run the C3 over on Broadway to Monona, adding a stop for the G route; and then run it nonstop north to Cottage Grove.
- Stopping at Pflaum & Stoughton Rd. Adding a pedestrian and bike bridge. The connection at Turner is about a 5 min walk. This would also open up access to LaFollette, Edna Taylor Conservation Park, Farm & Fleet and other businesses and services along the Frontage Rd.

Note that Stoughton Rd was identified as a significant barrier to pedestrian and bicycle travel both across and along the corridor in a DOT needs assessment for this corridor. The redesign should prioritize the creation of safer pedestrian and bike access and connectivity with the Metro System.

Route D2 to the airport.

As proposed the service on this route would be reduced when non peak (early morning, evenings and weekends). While the pandemic left the airport deserted with airlines dramatically downsizing if not eliminating service, service is returning to the airport and rebounding quickly, and expected to grow further. **We support a regular service on the 30 min frequency throughout the day/evening for the following reasons:**

- The Madison Metro System needs to be the core of a multimodal transportation system that links the various modes of transportation in Madison and the core of Dane County.
- The current airport flight schedule is loaded towards the morning and evening flight arrivals. There are many flights that arrive after 7 or 8 PM as airlines store equipment in Madison for the following day's morning flights. This practice creates a ground transportation demand well into evening hours as well as early morning hours both for workers and travelers.
- The evening arrival experience can be very frustrating as buses are infrequent. Taxis are no longer stationed at the airport and operate like other online services (Lyft & Uber). Waiting for over 45 minutes is not uncommon. And these transportation services are expensive relative to a bus.
- The airport serves both as a job center and as a transportation center with travelers coming into our "system" as well as exiting. The numbers:
 - [Bureau of Transportation statistics](#) for 2021 for MSN Dane County Regional Airport (DCRA) (12 months ending in November) arrival and departure passengers (enplaned revenue passengers):
 - 654,000 arrivals
 - 653,000 departures
- DCRA plays a crucial role in the everyday economic and social life of Dane County. Nearly 6,500 workers are employed in the county as a direct result of airport operations and facilities use, ranking the airport as the third-largest full-time employer in Dane County. (https://www.msnairport.com/about/news/economic_impact#:~:text=DCRA%20plays%20a%20crucial%20role,trim%20employer%20in%20Dane%20County.)
- There is an \$85 million expansion planned to accommodate more flights and airlines.
https://madison.com/wsj/news/local/govt-and-politics/dane-county-regional-airports-85m-expansion-to-pay-way-for-more-flights-passengers/article_e4d45aa-6c42-5d86-b00b-14eb2cbfcf66.html

With the airport expansion on the way, with the corresponding planned increases to traffic and jobs, Madison Metro needs to deliver sufficient service to accommodate the expansion, and to make the shift away from parking and to public transit.

INFRASTRUCTURE

Real time schedules

The system needs to have real time schedules available not just online via a smartphone, but at stops as is currently done on the Capitol Square. The BRT stations are being planned to have visual digital signals showing the approaching buses to a stop.

Visual information should not be just for BRT stations. We should add this technology to more places in the system. However, it might make sense to wait a year or two to make sure that the approved routes stand the test of real use before adding this type of signage to a stop.

Enhancements for the visually impaired (assistive technology??)

Is the system including BRT compatible with assistive technology such as the Moovit service? Or is there another technology system that will be used?

<https://www.smartcitiesdirect.com/news/moovit-walk-public-transit-accessibility-visually-im/611346/>

Intel-backed Mobility as a Service company Moovit has real-time transit and direction data for more than 3,400 cities across 112 countries. Their partnership with WeWALK will integrate that data into technology-enhanced white canes for tactile or verbal directions. The cane can announce route options and offer step-by-step directions, including details about where a user should stand to board, and offer information on how crowded buses are as they arrive.

There needs to be more than digital and visual signage for the visually impaired as public transit is a necessity for quality of life in a community such as Madison.

Pedestrian infrastructure for safe access to the system

In sections of the system like Washington Ave and Stoughton Rd where there are multiple lanes and a higher level of speed and unfortunately a history of pedestrian accidents and deaths, we need to include the appropriate pedestrian infrastructure. This access also needs to be designed to accommodate those that rely on bikes, wheelchairs, strollers and other wheeled devices as part of their daily transportation.

Street level directional signs to stops

It would be helpful for some to have signs indicating where the metro stop is located, particularly where there are changes to routes or elimination of service.

Regional/Intercity Bus Shelter - Intermodal Connections

If the city is not going to build a regional bus depot, then at a minimum it needs to build a regional bus shelter at a suitable location ideally on a very close to the frequent service provided by BRT or other main service lines. They should provide adequate coverage for more people and their luggage and include real time transfer information between the Madison Metro system and the intercity system, as well as intercity arrivals and departures.

For example, airports with regional bus service have columns with posted schedules, web sites, and often phone numbers for regional bus services available.

Again, having the Madison Metro system provide the foundation for a multimodal transportation system within the urban core as well as connections to regional transportation is a key issue and important to the success of both.

Respectfully submitted on March 7th, 2022.

Liz Wessel

pronouns: she, her, hers

Sierra Club Four Lakes Group

www.sierraclub.org/wisconsin/four-lakes

608.238.9934

From: [Pallav Jaiswal](#)
To: [Metro Redesign](#)
Subject: (1st Page on Google).
Date: Monday, March 21, 2022 7:38:49 AM

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

Hello, metroredesign@cityofmadison.com

We can place your website on Google's 1st page. We will improve your website position on Google and get more traffic.

I'm an SEO Expert and I helped over **250** businesses rank on the (1st Page on Google). My rates are very affordable.

All I want is the opportunity to discuss how I could help improve the profitability and search traffic to your site?

Let me know if you are interested and we will send our monthly plan and price quote.

Thanks & Regards

Pallav

From: [URBAN ASSETS LLC](#)
To: [Kate Schulte](#)
Cc: [Metro Redesign](#)
Subject: RE: Missed meeting
Date: Monday, March 21, 2022 9:15:46 AM

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

Hi Kate –

All of the previously held meetings can be found [here](#), including last week’s meeting. In addition, a second Southside meeting, for districts 13 & 14, will be held on April 7th. You can find the link to the meeting [here](#). Please don’t forget to take the survey. It can be found [online](#). Paper copies are also available on buses and at libraries. Please encourage your friends, family, & fellow bus riders to take it too!

Thanks!
Melissa

From: Kate Schulte
Sent: Sunday, March 20, 2022 11:17 PM
To: melissa@urbanassetsconsulting.com
Subject: Missed meeting

Hello Melissa,

Last Thursday (March 17th) , I had to miss a Madison Metro redesign meeting for the 14th district of Madison. I thought that meeting had been recorded at least. "[Do you know of any place online where I might be able to see what was said at the meeting?](#) If that’s not a possibility, at least I’d like to say, “I hope the meeting went well and got good attendance”.

Thanks,
-Kate Schulte
South Side bus rider

From: [Carter, Sheri](#)
To: [Jackie Bastyr Cooper](#); [Metro Redesign](#)
Cc: [Figueroa Cole, Yannette](#); mpearson2@madison.k12.wi.us; [Dominic J. Ledesma](#)
Subject: Re: South Madison Redesign Feedback
Date: Monday, March 21, 2022 11:11:10 AM
Attachments: [image001.png](#)

Jackie,
Thank you for attending my meeting last Thursday and your comments/observation below. I am continuing to advocate for an improved designed.

Alder Sheri Carter

District 14 - Madison Common Council

(C) 608-698-6027 - **E-mail:** district14@cityofmadison.com - **Website:**

www.cityofmadison.com/council/district14

Common Council Office: 608-266-4071

From: Jackie Bastyr Cooper
Sent: Friday, March 18, 2022 9:49 AM
To: Metro Redesign
Cc: Carter, Sheri; Figueroa Cole, Yannette; mpearson2@madison.k12.wi.us; Dominic J. Ledesma
Subject: South Madison Redesign Feedback

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

Hello,
Thank you for presenting last night regarding the Metro Redesign for the South side. I have a number of concerns that must be considered when finalizing these plans – with a lens looking at riders whose primary mode of transportation IS in fact Madison Metro (not a personal vehicle/commuter).

Access to a full-service grocery store.

Currently, Route 40 provides a wide range of residents living in District 10 and District 14 transportation to the Pick 'n Save grocery store located on Cahill Main/Fish Hatchery Road.



In the redesign, from what I can recall, residents living in much of the area served by Route 40 (outlined in red and blue) would no longer have this easy access to a grocery store – they would either have to take a bus to the South Transfer point OR they would have to walk to Fish Hatchery Road to access Route “B”.

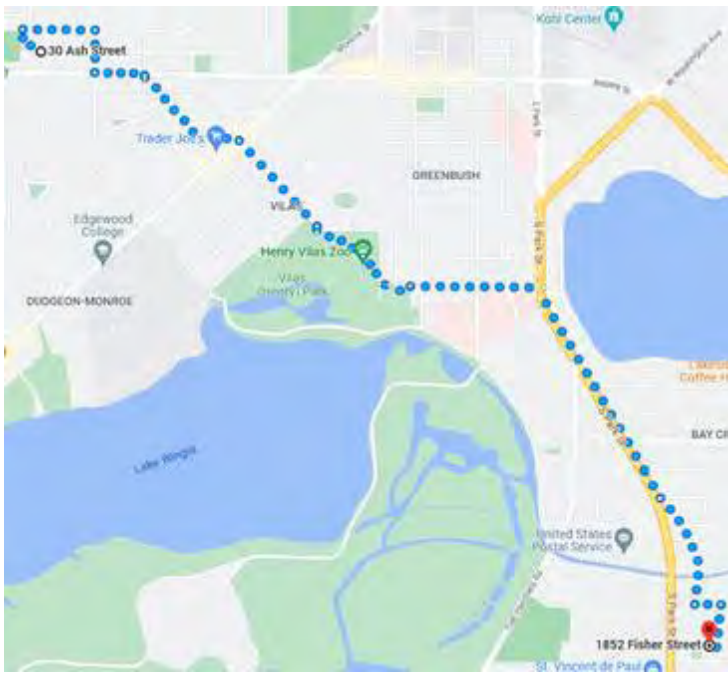
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- **This makes buying a weeks’ worth of groceries near impossible for many, especially residents with physical disabilities or senior citizens, and would require multiple trips in a week for many, especially those with families.**



Access to transportation home for middle and high school students

Middle and high school students living in District 10 and District 14's only form of transportation home from school is via the dedicated Madison Metro after-school bus. If a student wants to stay after school to get help from teachers or participate in extracurricular activities, **transportation is already an issue and it appears to be even more of an issue with the redesign**. At least at the middle school level there is (I believe) a second Madison Metro after-school bus that will return them home. However, for high school students this option does not exist – which is resulting in students having to choose to miss out on these activities and academic support because of transportation issues.

- A West HS student who wishes to stay after school for homework club (leaving at ~5pm), or for athletics (leaving just after 6pm):
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- A West HS student who participates in a sport that does NOT practice at the high school (baseball, gymnastics, soccer, softball) has additional transportation issues (which can be found [HERE](#)).

I hope you will consider riders who are NOT commuters, but rather riders that really depend on Madison Metro for their transportation. Commuters will always find a way to ride the bus if they choose that option – most often driving someplace to park and catch their desired bus. However, many riders do not have this option and I hope you will consider them FIRST with your redesign.

Sincerely,

Jackie Bastyr Cooper

20+ year Madison Metro Commuter

From: [Maia Pearson](#)
To: [Jackie Bastyr Cooper](#)
Cc: [Metro Redesign](#); [Carter, Sheri](#); [Figueroa Cole, Yvette](#); [Dominic J. Ledesma](#)
Subject: Re: South Madison Redesign Feedback
Date: Monday, March 21, 2022 11:35:37 AM
Attachments: [image001.png](#)

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

Jackie,

Thank you for all the work you put into this analysis of travel times for our South Madison youth that may be involved in activities outside of instructional school time and also focusing on how this may affect the families of those youth and others who live in South Madison. We have an opportunity to center South Madison residents in this plan, and hope that our City can deliver a plan that supports the diverse needs of our residents, including our youth.

Best,

Maia

On Fri, Mar 18, 2022 at 9:49 AM Jackie Bastyr Cooper <jackie.cooper@wisc.edu> wrote:

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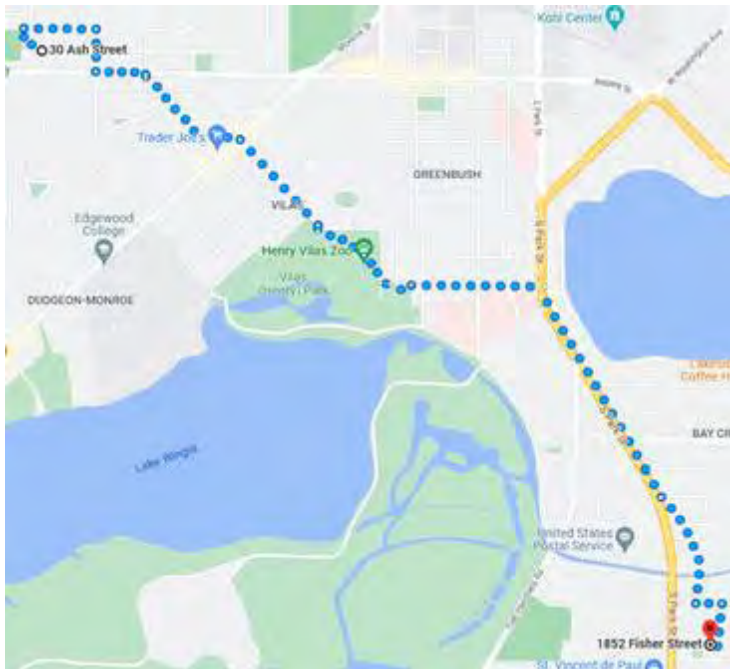


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Board of Education

Madison Metropolitan School District

545 W. Dayton Street/Madison, WI 53703

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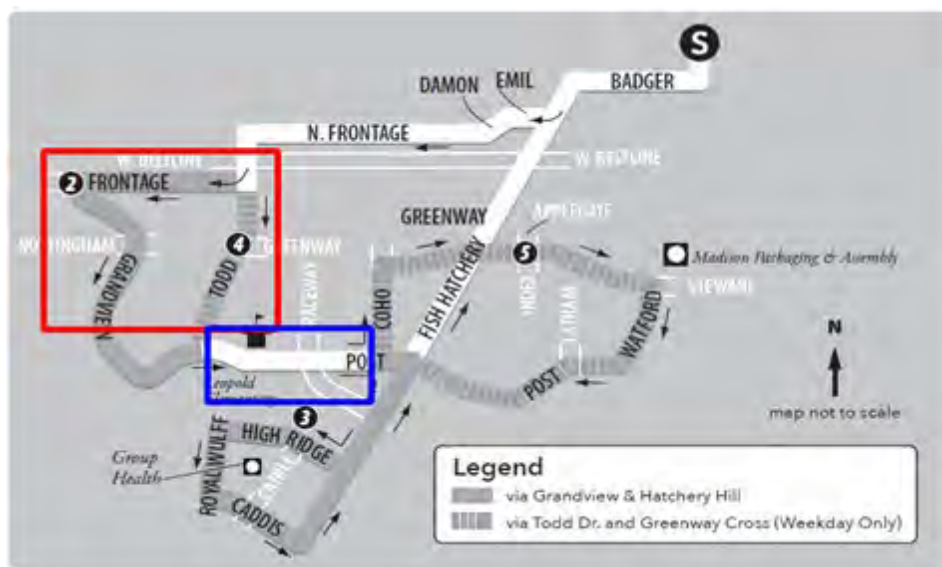
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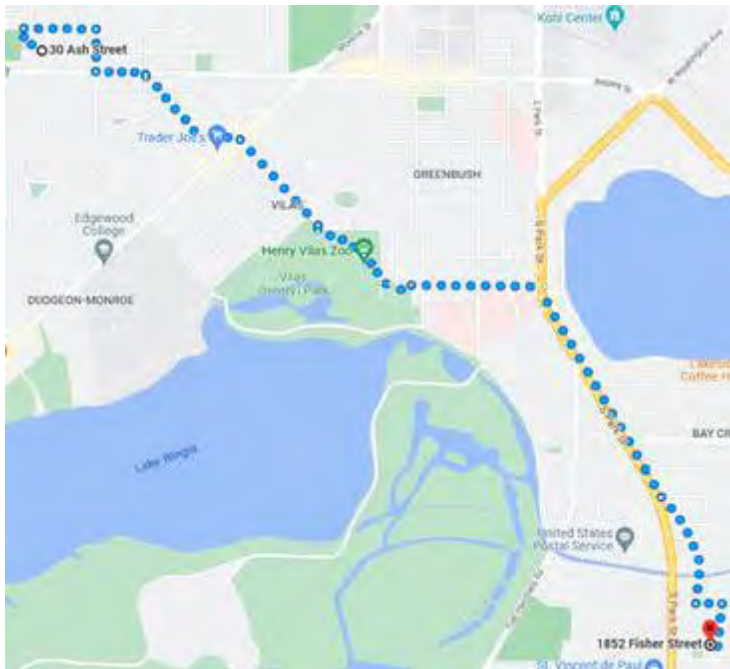


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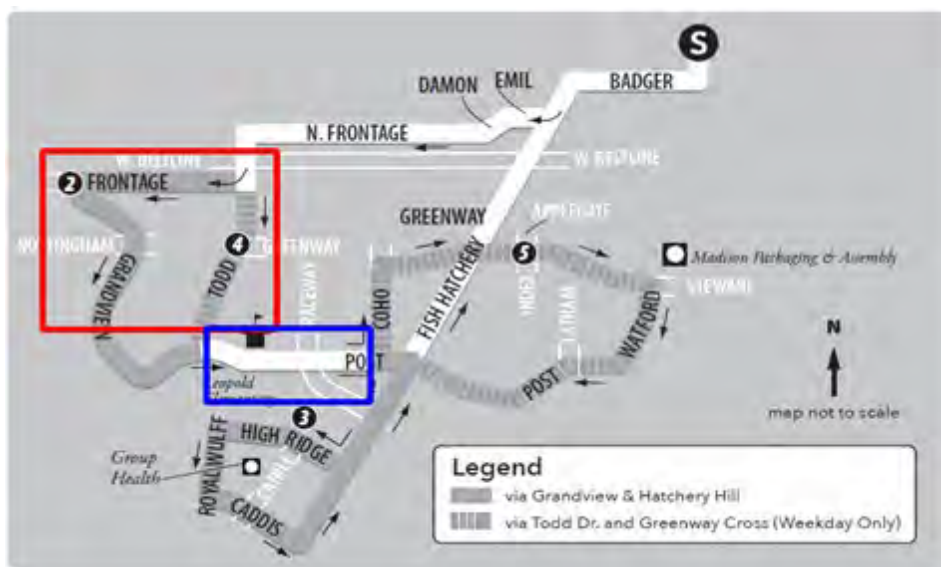
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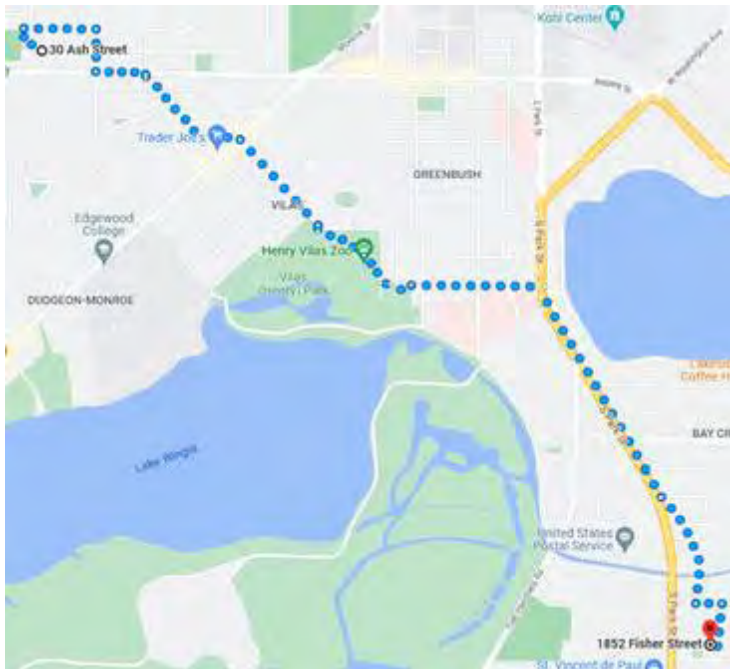


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Board of Education

Madison Metropolitan School District

545 W. Dayton Street/Madison, WI 53703

From: [Lisa Veldran](#)
To: [Metro Redesign](#)
Subject: Transit Network Redesign Community Meetings
Date: Monday, March 21, 2022 4:00:27 PM

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

Is there any reason you are not having a community meeting for the residents of the southwest side of Madison (Raymond, S. Whitney Way, McKenna, Gilbert - old District 20)?

You have had (or having) several meetings around our area but not any for the residents here and how they will be affected.

Thanks!

Lisa Veldran
Email Address: lveldran@yahoo.com
Home Phone - 608.271.0722
5738 Kroncke Drive
Madison WI 53711

From: [Jonathan Mertzig](#)
To: [Cechvala, Michael](#); [Metro Redesign](#)
Cc: [Martin, Arvina](#)
Subject: Re: Redesign feedback re: Frequencies, service to Odana/Whitney/Segoe, and Route 55
Date: Monday, March 21, 2022 7:33:13 PM
Attachments: [image001.png](#)

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

Hi Mike,

Just wanted to follow-up on one thing mentioned in your response to my prior feedback... you mentioned that additional isochrone maps would be published for some locations, including an addition for my area (vicinity of Odana @ Segoe / Odana @ Whitney).

I haven't seen any new isochrone maps added on the Redesign website... though maybe I'm just looking in the wrong place. Have additional maps been published somewhere?

I would like to be able to review the impacts for my part of District 11 before tomorrow's neighborhood meeting.

Thanks,
Jonathan Mertzig

jmmertzig@uwalumni.com

On 2/8/2022 12:24 PM, Cechvala, Michael wrote:

Hi Jonathan, thank you for these comments. I'll share them with the Redesign planning team. I don't see anything in your comments that's factually wrong so I don't think I'll comment on much at the moment, other than say that I think you've read and understood the materials correctly. I'll try to categorize your comments below:

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- New transfer required between the west transfer point area and Route 55 and request for that to be interlined or otherwise coordinated.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Jonathan Mertzig

Sent: Monday, February 07, 2022 11:20 PM

To: Metro Redesign

Cc: Martin, Arvina

Subject: Redesign feedback re: Frequencies, service to Odana/Whitney/Segoe, and Route 55

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

[cc: District 11 Alder Arvina Martin]

Hello, my name is Jonathan Mertzig, and I've been following the route redesign process closely both as a frequent Metro rider (and non-driver) and as a member of the Madison Area Bus Advocates.

I wanted to provide some feedback on the latest draft network from my own perspective as a rider...

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For much of the city, we're still stuck with 30-minute or worse headways. While I understand this result is more a function of funding rather than the network itself, it's nonetheless a tremendous disappointment.

Even though I applaud the design's success in solving a few problems, like improving consistency of timing and routing on the far edges of the system and improving access to grocery stores, I fear that without funding to increase frequency on many of these routes, many users of the existing system may feel this is a downgrade or at least sense no particular improvement over the previous network. It is imperative that the city work aggressively to find funding solutions to improve service frequencies if this network goes into effect.

Neighborhood-level Impacts

In my own neighborhood, we are likely to see a particularly extreme degradation of service... I happen to live in this "red zone" of decreased travel opportunities within 45 minutes, near the convergence of Odana, Whitney, and Segoe.



I moved to this area primarily to enjoy significantly improved access to transit thanks to proximity to the West Transfer Point. Obviously in a system where the transfer points are eliminated, I understand that some of our more direct travel options will go away. However, for the routes that remain, there will be a noticeable reduction in quality of service.

I tend to use Route 7 (and sometimes 6) often for travel to Monroe St, Downtown, and the east side. The new equivalent would be route D1. This route is less direct, requires a more distant walk to access a stop, and appears to be downgraded to an hourly frequency on the weekends and late evenings when I would tend to use it the most. Basically, my neighborhood will see zero improvements--only negative impacts--from this network design. These impacts would be less severe if greater frequency could be offered to offset the longer distance to stops and more circuitous routing, but that does not seem realistic in the current budgetary environment.

This degradation of service is not a huge hardship for my own travel needs, but it's hard to see this at neighborhood level as anything other than a service cut. To understand the full impact, I would appreciate if Metro could publish a travel time map specifically for the vicinity of Whitney @ Odana or Odana @ Segoe... I found it puzzling that the initial report didn't include an isochrone map for this area considering the noticeable "red zone" otherwise acknowledged in other parts of the design documents.

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My biggest concern is with how Route 55 is reconfigured in the new system. Shifting connections to the new park + ride planned for Junction Road will significantly degrade service for about half of Route 55's users, myself included.

A major reason for my desire to live near West Transfer Point was to shorten my commute and eliminate often-unreliable transfers, and a few years ago, I was part of a group of Epic employees that helped advise on a redesign of Route 55 to vastly increase access to direct service. This opened up the opportunity for many riders along Watts Road to ride 55 direct rather than depending on transfers (or driving). That design also added a convenient stop near me along Whitney Way, providing access from a nearby cluster of multi-family housing where demand has grown in recent years, with a large new apartment building nearby nearly tripling boardings of 55 at that stop, and where even more apartments are currently being built nearby at the former Westgate Mall.

These areas will no longer have direct service and will instead be served by new route D1, so many existing riders will have to deal with a transfer and presumably longer travel time. Considering that D1 will come from downtown, winter weather or traffic could also cause significant delays and missed connections.

While there are some great advantages to the new transfer location—like opening more direct access for commuters living along Schroeder Rd. and adding quicker access to northwestern Madison and Middleton—this will be an effective downgrade for roughly half the current ridership losing direct service. (And notably, if Metro doesn't sync up the debut of new fare media to replace the popular Commute Card alongside the rollout of the new routes, this will also end up charging us twice as much for worsened service thanks to having to transfer!)

For a few riders I know coming from areas further south of the Beltline, the new routes H and E won't offer any convenient connection for 55—they will likely have a significantly longer multi-transfer commute, which may make using the bus unviable for them.

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Thank you,
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jmmertzig@uwalumni.com

From: [Jonathan Mertzig](#)
To: [Cechvala, Michael](#); [Metro Redesign](#)
Cc: [Martin, Arvina](#)
Subject: Re: Redesign feedback re: Frequencies, service to Odana/Whitney/Segoe, and Route 55
Date: Monday, March 21, 2022 7:33:13 PM
Attachments: [image001.png](#)

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jmmertzig@uwalumni.com

From: [Cechvala, Michael](#)
To: [Metro Redesign](#)
Subject: FW: Bus redesign
Date: Monday, March 21, 2022 9:27:35 PM

fyi
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Mark Opitz
Sent: Monday, March 21, 2022 8:35 PM
To: Christopher Bermant
Cc: Cechvala, Michael ; District6 ; Mayor
Subject: RE: Bus redesign

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Chris,
Thank you for your feedback. I'm letting a few others know about your input.
Mark

From: Christopher Bermant <csbermant@gmail.com>
Sent: Monday, March 21, 2022 6:39 PM
To: Mark Opitz <mopitz@cityofmiddleton.us>
Subject: Bus redesign

Hi Mark
I'm watching the bus meeting and the bus redesign looks good to me! I like the more frequent service and more direct routes
I hope the new design passes with minimal changes, thanks
Chris Bermant
Middleton Hills
Get [Outlook for iOS](#)

From: madison_eena@googlegroups.com on behalf of [EENA Chair](#)
To: [Metro Redesign: All Alders](#)
Cc: madison_eena@googlegroups.com
Subject: [EENA] Emerson East Neighborhood Association Statement on Proposed Transit Redesign
Date: Monday, March 21, 2022 9:38:48 PM

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

Dear Alders and City Staff,

The Emerson East Neighborhood Association (EENA) has feedback regarding the [Metro Transit Network Redesign Draft Plan Report from 1/28/2022](#).

The Emerson East, Eken Park, and SASY neighborhoods would benefit greatly from the MTNR Draft Plan changes. This plan's increased bus frequency, improved BRT stations, and consolidated transfer locations are all big wins for neighborhoods along the E Washington and North St corridors.

That being said, EENA has concerns on a few specifics of this plan that need to be addressed to minimize negative impact to east/northside neighborhoods.

Benefits for Emerson East

1.
Milwaukee St at North St station
 - a.
Improved transfer options at a new stop as well as increased bus frequency
 - b.
"Routes A and B would meet at Milwaukee and East Washington. This would be an important connection point for those travelling between North Madison and destinations along East Washington such as East Towne Mall, The American Center, and Sun Prairie." *[MTNR plan page 22]*
2.
First St at E Washington Ave station
 - a.
Greatly improved transfer options at improved BRT station as well as increased bus frequency
 - b.
"Routes A, B, C and D would all meet at the intersection of First Street and East Washington Ave. Connections between these routes would be untimed but all four lines run frequently, so waits would usually be short." *[MTNR plan page 22]*
3.
Increased frequency stops on North St
 - a.
New route passing on North St as well as increased frequency from old, relocated route
 - b.
"The connection to the East side provided by Routes 17 and 20 would be replaced with connections at North Street (Route B -> Route A or D1) and First Street (Route D2 ->Route A or C)." *[MTNR plan page 29]*
4.
New BRT stops on E Washington Ave (at First St, Fourth St, and North St)
 - a.
Improved BRT stations as well as increased bus frequency along major corridor
 - b.
BRT access right at Madison East High School and a few blocks from Emerson Elementary School

Concerns

1.
Packers Ave at Aberg Ave
 - a.
"The Pick 'n Save would be served by new stops at Packers and Aberg with a new planned pedestrian connection." *[MTNR plan page 29]*
 - b.
"New bus stops and sidewalks on off-ramps at Packers & Aberg, and reconfiguration of intersection islands so buses can keep going straight from southbound offramp to onramp. Also new sidewalk connection to Pick and Save grocery store." *[MTNR plan page 23]*
 - c.
"Proactively plan for continued grocery store access in the plan area, but prepare for long-term conversion/redevelopment of the site to employment uses ... Work to facilitate the development of the northeast quadrant of the interchange" *[Oscar Mayer special area plan page 28]*
 - d.
Alder Abbas has communicated to EENA that proposed pedestrian and bus access to the NE quadrant of this intersection, and specifically the only area grocery store, is dependent on WisDOT classification of Packers Ave as state highway 113. WisDOT

requirements may interfere with the City's proposed plan here.

- e. **Moving forward with the MTNR plan should be contingent on providing safe pedestrian and bus access to the NE quadrant of this intersection due to the high percentage of both employees and customers depending on public transit for access to sparse grocery options in the area.**
- f. **The Packers/Aberg intersection needs to be designed to allow for safe pedestrian access to a stop by the Pick & Save, including safe crossing of these busy roadways**

2. **Displacing North Transfer Point "Park & Ride" traffic to adjacent neighborhoods**

- a. **"Existing feeder service to the North Transfer Point (on Routes 20, 21, 22) would be replaced with direct service to and through Central Madison on Route B and Route D2." [MTNR plan page 29]**
- b. **The NTP is used by many Park & Ride commuters. Removing parking and connection to existing Transfer Point will lead to increased street parking near other route stops in adjacent neighborhoods.**
- c. **There needs to be a plan to accommodate Park & Ride needs that are displaced by this change.**

Thank you for your work on this challenging project,

Emerson East Neighborhood Association Steering Committee

--

You received this message because you are subscribed to the Google Groups "Madison_EENA" group.
To unsubscribe from this group and stop receiving emails from it, send an email to madison_eena+unsubscribe@googlegroups.com.
To view this discussion on the web visit
https://groups.google.com/d/msgid/madison_eena/CAHyypcFRd%2BUk%2BKTYEQKqRRXzvq%2BmA%3D%3DKugy07aX_WGF8u_NA%40mail.gmail.com.

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From: [m hardick](#)
To: [Metro Redesign](#)
Subject: Distance
Date: Monday, March 21, 2022 10:56:33 PM

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The more I look at the redesign, the more concerned I am.

This team wants a bus that runs fast, so it is moved out of residential areas. I would prefer a bus that runs every 30 minutes that I can actually get to. I can't walk for blocks or even 1/4 mile.

I suspect that this team has no one on it who has a disability or is a senior.

I don't want to be confined to Paratransit. It costs 3 times as much, forces me to plan my life rigidly a day in advance, and is often not on time.

Why buy buses that kneel or have ramps if those of us with disabilities must manage to travel a distance to get to the bus? The truth is, we can't travel a distance.

This came true again tonight, looking at the Middleton plan. Instead of a bus that winds through residential neighborhoods, there is a faster bus, traveling in straight lines, but far from the residential areas where people live. Has anyone on this team walked on residential sidewalks with groceries and a toddler in a Wisconsin winter? Or with a cane?

Faster or more often is not better if no one can reach the bus stop except the young and healthy.

Thank you for listening. Please take a hard look at the entire design. Please add some diversity to your team, to include real people who depend on the bus for more than commuting twice a day.

Sent from iPhone by Marlene Hardick.

From: [Aulik, Juli A](#)
To: [Metro Redesign](#)
Cc: [Aulik, Juli A](#)
Subject: UW Health employee input into redesign
Date: Tuesday, March 22, 2022 7:58:42 AM

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

Hi, depending on who is reading this, you may know that we worked together for UW Health employees to have input into the planning stage of the redesign. I'd like to have a way for them to provide input into the draft plan. I saw somewhere that there was a survey but I cannot for the life of me find it. I also wonder if you would be interested in doing small huddles with our staff like the consultants for the planning stage? In any event, asking for some help in finding the best way for our employees to provide feedback. Thank you! Juli

Juli Aulik (she/her/hers)

Director, Community Relations

UW Health

From: [Mayor](#)
To: [Metro Redesign](#); [Sanon, Reuben A](#)
Subject: FW: Metro Transit Redesign
Date: Tuesday, March 22, 2022 8:08:12 AM

Diana

From: Suzie Scott
Sent: Monday, March 21, 2022 9:42 PM
To: Mayor
Subject: Metro Transit Redesign

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

Dear Mayor:

Is there any way that we can keep the present bus system which is working very well for us and just add a few BRT rapid transit buses?

It seems to me that the designers of the two alternatives are not taking into consideration that people are able to go to the transfer points and then are able to proceed in four different directions - Either north, south, east or west or further out from the transfer points. Not everyone is going to need to go in a straight line from one end of town to another.

Also, pre-pandemic, we had roughly 50 routes - to scrap the whole system and start from scratch seems to be a waste of time and money. To go from 50 routes to 8 is very disheartening. We start from the proposed 16 minus Route P that goes in a loop Portage to East Washington, then minus the two university routes and then minus the 5 peak only routes that mainly benefit Epic. This leaves us with 8 routes and then we are told Route B will be in the "future." So, then, we are left with only 7 routes out of 50.

Currently, we are able to go all over the city and transfer seamlessly from one bus to another. The proposed "ridership" system is not going to "better meet the needs of Madison and the area." What will "improve" our transit system is to add BRT routes to our present system. Having a bus - even if it does run once an hour - is better than having no bus at all.

It has been pointed out that middle-schoolers and high schoolers who want to participate in after school activities or have a job after school would have to go all the way downtown to transfer to another bus to go in a different direction instead of being able to go to a transfer point. Right now, students depend on the bus transfer points to transfer buses to get to school.
A concerned citizen

From: [URBAN ASSETS LLC](#)
To: [Aulik, Juli A](#); [Metro Redesign](#)
Subject: RE: UW Health employee input into redesign
Date: Tuesday, March 22, 2022 9:48:34 AM

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Hi Juli –

The survey can be found on the project [website](#) in both [English](#) and [Spanish](#). We can also provide paper copies in both languages as well as Hmong.

Let me know!

Melissa

From: Aulik, Juli A
Sent: Tuesday, March 22, 2022 7:59 AM
To: 'metroredesign@cityofmadison.com'
Cc: Aulik, Juli A
Subject: UW Health employee input into redesign

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Hi, depending on who is reading this, you may know that we worked together for UW Health employees to have input into the planning stage of the redesign. I'd like to have a way for them to provide input into the draft plan. I saw somewhere that there was a survey but I cannot for the life of me find it. I also wonder if you would be interested in doing small huddles with our staff like the consultants for the planning stage? In any event, asking for some help in finding the best way for our employees to provide feedback. Thank you! Juli

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Director, Community Relations

UW Health

From: [Aulik, Juli A](#)
To: [URBAN ASSETS LLC](#); [Metro Redesign](#)
Subject: RE: UW Health employee input into redesign
Date: Tuesday, March 22, 2022 9:51:41 AM

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Hi, oh great, it's you! What timeline should I give for completion? I can talk to some of our managers about the paper surveys and would like to know what a deadline would be. Thanks!

From: melissa@urbanassetsconsulting.com
Sent: Tuesday, March 22, 2022 9:49 AM
To: Aulik, Juli A ; 'metroredesign@cityofmadison.com'
Subject: RE: UW Health employee input into redesign

**WARNING: This email appears to have originated outside of the UW Health email system.
DO NOT CLICK on links or attachments unless you recognize the sender and know the
content is safe.**

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Juli Aulik (she/her/hers)

Director, Community Relations

UW Health

From: [John Heim](#)
To: [Metro Redesign](#)
Subject: You need to rethink your whole concept
Date: Tuesday, March 22, 2022 8:16:16 PM

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

I listened to the Zoom webinar for Madison's west side tonight (March 22). For one thing, it's clear people are unclear on the frequency/coverage trade off. Two people asked why there are 2 or 3 buses on a street 2 or 3 blocks from their house but none on their street. I have to say, I really, really strongly feel the current plan leans way too heavily toward frequency. It should be revised to lean more toward coverage. I predict if you don't do that, people are going to hate the new system. Here's why ...

Point #1: By having fewer routes that run more frequently, you will increase total travel time, not decrease it.

At the meeting Tim spoke about doing an apples to apples comparison of travel times under the new system and the old system. But there were 2 flaws in his logic.

First, you need to calculate door-to-door time, not just time waiting for and traveling on a bus. It takes time to walk to the bus stop. Walking to a bus stop is often the worst part of taking the bus. Sidewalks can be covered with ice for months at a time. If it is raining, snowing, or very hot, the walk is miserable. Crossing busy streets is dangerous. And the elderly and disabled have an especially hard time with a long walk to the bus stop.

Second, Tim said the average wait time for a bus that runs every 30 minutes is 15 minutes. This is incorrect. The average wait time is more like 5 minutes because you go out there when the bus is scheduled to arrive. Likewise, the average wait time for a bus that runs once an hour isn't 30 minutes. It's also about 5 minutes, same as the bus that runs every 30 minutes. If I have to walk 3 blocks to catch a bus that runs every 15 minutes, its going to take longer than the bus that runs once an hour.

Point #2: Encouraging people to show up at random times for the bus is a mistake.

You seem to be assuming that people just show up at the bus stop at random times. You want to know what happens when people do that? You probably already have the data. Check out the campus route 80 before the

pandemic. That bus ran every 8 minutes but it was *NEVER* on time. What invariably happened was that a bus would pick up a few extra passengers and that would make it a little bit late. So then being late, it would pick up extra passengers at the next stop making it later still. There were times that the 80 bus would be so late the prediction app would break.

Pont #3: People are not going to like the new plan no matter what your surveys said.

I get the impression that you think people want fewer routes as long as they run more frequently. If so, you are misinterpreting your survey data. People might have said there were too many routes but they didn't think *their* route was unnecessary. It's just like with stops. I had this debate with any number of riders over the years -- there are too many stops. Should we get rid of your stop? No. That's just human nature.

Stop now while you still can. Please!

###

John Heim, john@johnheim.net

From: [Michele Leighton](#)
To: [Metro Redesign](#)
Subject: When will the Near West amendments be available online?
Date: Wednesday, March 23, 2022 8:05:08 AM

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

Good morning --

Thank you for your time last evening presenting the transit redesign plan to Near West residents, including a handful of possible Amendments. I would like to submit written comments via this email address but don't see, say, Amendment 5 or Amendment 7 showing up in the Draft Plan Amendments section of the transit redesign website. Could you tell me when those will be available online?

I'd like to review those amendments in detail before sending my comments.

Thank you,
Michele P. Leighton
4634 Odana Road
Madison, WI 53711
608-512-6273 cell

From: [Daniel Costantino](#)
To: prvs=608146112b=metroredesign@cityofmadison.com
Subject: Out of Office until Monday Re: When will the Near West amendments be available online?
Date: Wednesday, March 23, 2022 8:05:13 AM

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

Thank you for your message. I am on vacation for the rest of this week and unable to respond to e-mail.

If you are submitting public comment on the Madison Metro Transit Network Redesign via MetroRedesign@cityofmadison.com, your message has been forwarded to the relevant City of Madison staff.

If you are trying to reach me on another topic that requires an answer this week, please contact my colleagues Jarrett Walker jarrett@jarrettwalker.com and Michelle Poyourow michelle@jarrettwalker.com

For less urgent matters, I look forward to responding upon my return.

Thank you very much.

Daniel Costantino

--

Daniel Costantino
Principal Associate

Jarrett Walker + Associates
"Let's think about transit"

[971 277 3629](tel:971-277-3629)
daniel@jarrettwalker.com
www.jarrettwalker.com

From: [Stammer, Jessy](#)
To: [Metro Redesign](#)
Subject: RE: When will the Near West amendments be available online?
Date: Wednesday, March 23, 2022 9:34:26 AM

I'm posting the meeting link and power point from last night now. I'll be waiting for the more comprehensive language on the amendments for the website.

From: Michele Leighton
Sent: Wednesday, March 23, 2022 8:05 AM
To: Metro Redesign
Subject: When will the Near West amendments be available online?

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From: [Natalie Callahan](#)
To: [URBAN ASSETS LLC](#); [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#); [Bottari, Mary](#); [Mayor](#); [Lynch, Thomas](#); [Cechvala, Michael](#)
Subject: RE: Metro redesign proposal concerns
Date: Wednesday, March 23, 2022 11:11:39 AM
Attachments: [Jerome H Metro form.pdf](#)

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Hello all,
Attached is another comment form from a Dryden Resident.
All the best,

Natalie Callahan (she/her/hers)

Service Coordinator
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608-241-3129 direct line
608-260-7802 fax

ncallahan@zmeridian.com
www.meridiangroupinc.net

From: melissa@urbanassetsconsulting.com
Sent: Tuesday, March 08, 2022 2:11 PM
To: Natalie Callahan ; MetroRedesign@cityofmadison.com; district18@cityofmadison.com; district12@cityofmadison.com; mbottari@cityofmadison.com; mayor@cityofmadison.com; TLynch@cityofmadison.com; Cechvala, Michael
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Thanks, Natalie! Please continue to send these to me.
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From: Natalie Callahan <NCallahan@zmeridian.com>
Sent: Monday, March 7, 2022 12:30 PM
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From: melissa@urbanassetsconsulting.com
Sent: Tuesday, March 08, 2022 2:11 PM
To: Natalie Callahan ; MetroRedesign@cityofmadison.com; district18@cityofmadison.com; district12@cityofmadison.com; mbottari@cityofmadison.com; mayor@cityofmadison.com; TLynch@cityofmadison.com; Cechvala, Michael
Subject: RE: Metro redesign proposal concerns
Thanks, Natalie! Please continue to send these to me.
Melissa

From: Natalie Callahan <NCallahan@zmeridian.com>
Sent: Monday, March 7, 2022 12:30 PM
To: MetroRedesign@cityofmadison.com; district18@cityofmadison.com; district12@cityofmadison.com; mbottari@cityofmadison.com; mayor@cityofmadison.com; TLynch@cityofmadison.com; Cechvala, Michael <MCechvala@cityofmadison.com>
Subject: Metro redesign proposal concerns

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

Good afternoon,
My name is Natalie and I am the service coordinator at a housing property on the north side of Madison. A few of my residents have expressed concerns over the Metro redesign plan, so I am helping fill out comment forms to scan and send over on their behalf. If you have any questions or trouble accessing the documents please do not hesitate to reach out.
All the best,

Natalie Callahan (she/her/hers)

Service Coordinator
Meridian Group, Inc.
Dryden Terrace
1902 Londonderry Dr
Madison, WI 53704
608-241-3129 direct line
608-260-7802 fax
ncallahan@zmeridian.com
www.meridiangroupinc.net

From: [Carol V.](#)
To: [Metro Redesign](#)
Subject: thoughts after the districts 5, 10 & 11 meeting
Date: Wednesday, March 23, 2022 11:55:25 AM

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Hi,

I want to thank Mike and not-Mike for staying on the meeting last night until all questions had been asked. I think the most helpful moments in the meeting occurred when residents were given specific information about what bus they would take in place of their current route. I recently checked out the interactive map and it is also very helpful in that regard. I had mentioned it was hard to imagine what I was gaining but after taking a look at the interactive map I'm excited about the prospect of using the bus to do errands, go to the doctors, etc.

On that note, it appears, based on public comments across a variety of meetings, that the emphasis on bus service to *employment* left the initial design with too many blindspots. Aside from losing service close by, residents are very concerned about getting to schools, stores, and food banks. I know this is closing the barn door after the horse, but real attention to ridership that doesn't involve work is needed before anything is finalized. This will become especially important as the transit team goes through the hard work of deciding which amendments can be accommodated now and which will have to wait for better budget conditions.

Regards, Carol

From: [Jackie Bastyr Cooper](#)
To: [Metro Redesign](#); [Sobota, Timothy](#)
Cc: [Figueroa Cole, Yvette](#); [Theresa K](#); [Mayor](#); [Parisi, Joseph](#)
Subject: Reinstate Route 19 or Find a Direct Replacement
Date: Wednesday, March 23, 2022 11:57:06 AM
Attachments: [image001.emz](#)
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[image003.emz](#)
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I have commuted to the UW campus via Madison Metro for 20+ years, until the pandemic. And since June 2020, I've worked on campus, in person, full-time. The loss of Route 19 (and the other routes I would often take, 3 and 58) has resulted in me no longer taking the bus. I am thankful that I have the means to pay for a parking pass, however there are many others who rode Route 19 that do not have this option.

I would like to repeat comments brought to your attention by another Route 19 rider regarding this redesign,

“Route 19 logically goes along main artery roads ensuring easy transition West to East — to schools (including Edgewood College and UW-Madison), hospitals, major employers, health and leisure resources & supports, and the capital square — **without a bus transfer**. Metro suggests route 18 is a sufficient replacement for route 19 riders. It is not. **Alternate routes involve significantly more walking, which is not something many residents can do, specifically during Winter**. For many neighborhoods in our district, route 18 — in either direction — likely involves a bus transfer, which means more time commuting, and again, during Winter could cause significant issues if busses are delayed and connections are missed. The City has an expressed commitment to viewing policy and operational decisions inclusively, and with the permanent closure of Route 19 the City will very directly cause undue hardship to tax-paying residents of all economic means and levels of mobility.”

“People who *could* ride, won't if it takes 4 times as long as it does by car, plus transfers are involved. Route 19 was one of the most efficient routes yet uniquely plotted routes. There's no other route to mimic who/where it served. People who live 5 miles from the heart of campus should not have poor bus service.”

The current redesign completely cuts off bus access for MOST of these areas without considerable walking and multiple transfers.

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From: [Jackie Bastyr Cooper](#)
To: [Metro Redesign](#); [Sobota, Timothy](#)
Cc: [Figueroa Cole, Yannette](#); [Theresa K](#); [Mayor](#); [Parisi, Joseph](#)
Subject: Reinstate Route 19 or Find a Direct Replacement
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Sincerely,

Jackie Bastyr Cooper

From: [Florencio-Morales, Delfina](#)
To: [Metro Redesign](#)
Subject: FW: Please add me to your distribution list
Date: Wednesday, March 23, 2022 12:08:22 PM

I thought I would share this email that has contact info for Packers & Northport apartments.

From: Margaret Porco
Sent: Wednesday, March 23, 2022 9:31 AM
To: Equity In The Loop
Subject: Please add me to your distribution list

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

Please add me to your distribution list for resources, events, etc. I am the asst. Director of Housing and Community Learning Centers for Housing Ministries in Wisconsin, the non-profit that owns Northport and Packer Apartments on Madison's Northside. Thank you!

Margaret Porco, CPM®
Assistant Director of Housing and Community Learning Centers
HMW
7 N. Pinckney St. Suite 120
Madison, WI 53703
608-770-7025
mdporco@gmail.com

From: [Cechvala, Michael](#)
To: [Florencio-Morales, Delfina](#); [Metro Redesign](#)
Subject: RE: Please add me to your distribution list
Date: Wednesday, March 23, 2022 12:20:23 PM

Great, thanks Delfina. Melissa maybe you could reach out, we may have more success than we had with our other contact there.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

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From: [URBAN ASSETS LLC](#)
To: [Cechvala, Michael](#); [Florencio-Morales, Delfina](#); [Metro Redesign](#)
Subject: RE: Please add me to your distribution list
Date: Wednesday, March 23, 2022 12:32:36 PM

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Will do!

From: Cechvala, Michael
Sent: Wednesday, March 23, 2022 12:20 PM
To: Florencio-Morales, Delfina ; Metro Redesign
Subject: RE: Please add me to your distribution list
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Madison, WI 53703
608-770-7025
mdporco@gmail.com

From: [Stuehrenberg, Justin](#)
To: [Metro Redesign](#)
Subject: Fw: Service complaint
Date: Wednesday, March 23, 2022 2:44:05 PM
Attachments: [Madison"s communities of low-income and people of colorRBT draft.msg](#)

FYI - could someone follow up to acknowledge that her complaint was received?

From: Ritz, Ian - DOT
Sent: Wednesday, March 23, 2022 2:39 PM
To: Stuehrenberg, Justin
Subject: Service complaint

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Justin,

It was good to connect with you this afternoon. Following up on our conversation, here is the contact and a copy of an email I received outlining the concerns I received about Madison Metro. The contact information is below:

Kim Owens

kimo0303q@gmail.com

608-467-8289

Please log this complaint and have someone from Madison Metro follow up with this individual.

Thanks,

Ian

Ian Ritz

Chief, Transit Section

Wisconsin Department of Transportation

4822 Madison Yards Way, 6th Floor South

Madison, WI 53705

608-266-0189 (office) / 608-347-0889 (cell)

ian.ritz@dot.wi.gov

From: [Stammer, Jessy](#)
To: [Metro Redesign](#)
Subject: Petition
Date: Wednesday, March 23, 2022 4:51:37 PM
Attachments: [image001.png](#)
[20220323171059463.pdf](#)

Justin received this petition from the Mayor's Office today. It doesn't have any identifying information on it, just signatures. I believe this is what people were collecting that the transfer points – I remember Chad Sobiek at our Monday meeting saying people were collecting signatures, and his name is on this on 3/21.



Jessy Stammer

Marketing Supervisor

P: (608) 266-6545

Metro Transit

1245 E. Washington Ave. Suite 201

Madison, WI 53703

mymetrobus.com

From: [Richard Doty](#)
To: [Metro Redesign](#)
Subject: Question on service
Date: Wednesday, March 23, 2022 6:52:18 PM

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

It is difficult to follow the proposed routes without a simulator, currently I use the bus on weekdays on Route 6 in the morning starting at Tokay and segoe and getting off downtown at main and after work from E Washington and Webster to tokay and segoe. What new service covers this and what would the ride time be each way.

Respectfully,
Rich Doty

Sent from my iPhone

From: [Alexandria Elias](#)
To: [Metro Redesign](#)
Subject: Amendment 4 Maps
Date: Wednesday, March 23, 2022 7:04:33 PM

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

Hi,

I'm looking at the amendment maps on this website:

<https://www.cityofmadison.com/metro/routes-schedules/transit-network-redesign/amendment-process>, and it looks like the same map was used for:

- [4A - South Side Loop \(Route O to Capitol Square\)](#)
- [4B - South Side Loop \(Route O to Mills/University\)](#)

Should these routes have the same image?

Thanks,
Alex Elias

From: [Daniel Costantino](#)
To: prvs=60821095d3=metroredesign@cityofmadison.com
Subject: Out of Office until Monday Re: Amendment 4 Maps
Date: Wednesday, March 23, 2022 7:04:38 PM

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

Thank you for your message. I am on vacation for the rest of this week and unable to respond to e-mail.

If you are submitting public comment on the Madison Metro Transit Network Redesign via MetroRedesign@cityofmadison.com, your message has been forwarded to the relevant City of Madison staff.

If you are trying to reach me on another topic that requires an answer this week, please contact my colleagues Jarrett Walker jarrett@jarrettwalker.com and Michelle Poyourow michelle@jarrettwalker.com

For less urgent matters, I look forward to responding upon my return.

Thank you very much.

Daniel Costantino

--

Daniel Costantino
Principal Associate

Jarrett Walker + Associates
"Let's think about transit"

[971 277 3629](tel:971-277-3629)
daniel@jarrettwalker.com
www.jarrettwalker.com

From: [Mayor](#)
To: [Metro Redesign](#)
Subject: FW: Form submission from: Contact the Mayor
Date: Thursday, March 24, 2022 6:33:28 AM

-----Original Message-----

From: noreply@cityofmadison.com <noreply@cityofmadison.com>
Sent: Thursday, March 24, 2022 1:36 AM
To: Mayor <Mayor@cityofmadison.com>
Subject: Form submission from: Contact the Mayor

Submitted on Thursday, March 24, 2022 - 1:35am

==Contact==

Name: Andrew Schnick
Address: 1902 LONDONDERRY DR, 134, Madison, WI, 53704
Home Phone:
Work Phone:
Email: atschnick@gmail.com

Message: I like Metro Transit the way it is. Route 21 goes in front of my building. With the redesign, I have to cross Northport Drive, which is a very busy street, in order to go anywhere or I suppose I could catch a northbound B bus and ride it southbound once it turns around. I primarily go to Wisconsin Lutheran Chapel downtown as I worship & volunteer there. I also go to Madison College as I am studying Accounting. Even though your redesign does not have the bus going to Pick n' Save on Shopko Drive any longer, I was planning on changing my grocery store to Hyvee on East Washington anyway. That said, can a redesign have the bus get any closer to Hyvee's building as they have a huge parking lot to walk across? Please don't change the bus system but if you do, may you make the bus go closer to Hyvee's building?

From: [Stammer, Jessy](#)
To: [Stuehrenberg, Justin](#); [Metro Redesign](#)
Subject: RE: Service complaint
Date: Thursday, March 24, 2022 10:18:43 AM

I can get back to Kim.

From: Stuehrenberg, Justin
Sent: Wednesday, March 23, 2022 2:44 PM
To: Metro Redesign
Subject: Fw: Service complaint
FYI - could someone follow up to acknowledge that her complaint was received?

From: Ritz, Ian - DOT <ian.ritz@dot.wi.gov>
Sent: Wednesday, March 23, 2022 2:39 PM
To: Stuehrenberg, Justin
Subject: Service complaint

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

Justin,

It was good to connect with you this afternoon. Following up on our conversation, here is the contact and a copy of an email I received outlining the concerns I received about Madison Metro. The contact information is below:

Kim Owens

kimo0303q@gmail.com

608-467-8289

Please log this complaint and have someone from Madison Metro follow up with this individual.

Thanks,

Ian

Ian Ritz

Chief, Transit Section

Wisconsin Department of Transportation

4822 Madison Yards Way, 6th Floor South

Madison, WI 53705

608-266-0189 (office) / 608-347-0889 (cell)

ian.ritz@dot.wi.gov

From: [Stammer, Jessy](#)
To: [Metro Redesign](#)
Subject: FW: Disabled bus riders North Madison neighborhood
Date: Thursday, March 24, 2022 1:23:17 PM

Kim wanted me to make sure we also received the mp4 files and some additional comments regarding service to Londonderry.

From: Kim Owens
Sent: Thursday, March 24, 2022 12:45 PM
To: Stammer, Jessy
Subject: Re: Disabled bus riders North Madison neighborhood

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

Excuse the incomplete sentence in the above email. I meant to write the following at the end of the second paragraph.

Now you are incorporating D2 into more of our neighborhood. This proposal indicates that the D2 bus will follow Packers Avenue until it turns right onto Northport Drive. We ask for the same consideration as we did in 2018. We request instead that the D2 follow Packers and still turn onto Londonderry Drive before it joins Northport Drive.

Thanks, Kim

On Thu, Mar 24, 2022 at 12:11 PM Kim Owens <kimo0303q@gmail.com> wrote:

Hi Jess,

 [_NeilEditorial.mp4](#)

Thank you for contacting me. In 2018 my neighbors at the Dryden Terrace apartments for the elderly and disabled located on Londonderry Drive and I were successful in getting Madison Metro to keep the needed bus stop in front of our building.

Londonderry Drive is a narrow two way street with cars parked on both sides of the street. However, the city and Madison Metro did respect the need to keep the bus stop on Londonderry Drive. There was a proposal by Metro to change the bus's route so that it bypassed Londonderry Drive and continued straight down Packers Avenue. Metro heard us and our concerns and kept the bus on Londonderry Drive. Now you are incorporating D2 into more of our neighborhood. This proposal indicates that the D2 bus will follow Packers Avenue until it turns right onto Northport Drive. We ask for the same consideration as we did in 2018. We request instead that the D2 follow Packers

The Parking division agreed to remove only a few parking spaces on Londonderry in order to make it easier for the large buses to navigate it. If there were perhaps only one-sided parking on Londonderry this would make driving much more effective. I believe that at the very least several parking spots on both sides of Londonderry where it meets Packers Avenue would improve the turning from Packers onto Londonderry.

I am not sure if Ian shared these two videos with you so I will attach them. I learned this morning that Metro will be at the Dryden Terrace apartments on Tuesday, March 29th at 2:30pm. We all thank you in advance.

Thanks, Kim Owens

608-467-8289

 [AmanaQuintana.mp4](#)

From: [Susan Balliette](#)
To: [Metro Redesign](#)
Subject: Metro Plan Disabilities Rights Commission member
Date: Thursday, March 24, 2022 8:49:19 PM

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

Hi Mike. m Next Friday April 1 I have on my calendar to study the material you would have presented at our DRC meeting and which you and Julie provided to us. I will get back to you with questions and comments. Susan Balliette, Disabilities Rights Commission member.

From: [Daniel Costantino](#)
To: prvs=6083234dab=metroredesign@cityofmadison.com
Subject: Out of Office until Monday Re: Metro Plan Disabilities Rights Commission member
Date: Thursday, March 24, 2022 8:49:24 PM

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

Thank you for your message. I am on vacation for the rest of this week and unable to respond to e-mail.

If you are submitting public comment on the Madison Metro Transit Network Redesign via MetroRedesign@cityofmadison.com, your message has been forwarded to the relevant City of Madison staff.

If you are trying to reach me on another topic that requires an answer this week, please contact my colleagues Jarrett Walker jarrett@jarrettwalker.com and Michelle Poyourow michelle@jarrettwalker.com

For less urgent matters, I look forward to responding upon my return.

Thank you very much.

Daniel Costantino

--

Daniel Costantino
Principal Associate

Jarrett Walker + Associates
"Let's think about transit"

[971 277 3629](tel:9712773629)
daniel@jarrettwalker.com
www.jarrettwalker.com

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); [Mayor](#); [All Alders](#)
Subject: Stop the Destruction of our MTA
Date: Thursday, March 24, 2022 10:08:15 PM

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

One of our citizens at the February 24, 2022 meeting commented:

(after being told that the "west half of State Street will no longer be serviced by bus service")

"It's taking a lot of 'magic' out of State Street when you can get out of the stores and then get on a bus."

Since I live on the Square at the YWCA, I am constantly taking the 4 or 6 up and down State Street since I am attending UW. It makes my life easier for me, especially when it is 15 below zero and I am going to have to climb up Bascom Hill anyway.

The proposed system will make it more difficult for most of us.

Therefore, removing bus service from State Street makes the service "worse" NOT "better" - NOT IMPROVED

Sincerely,

Suzie Resch, MBA, MSM, MEd
Presidential Candidate 2024

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); [Mayor](#); [All Alders](#)
Subject: Stop Destroying Metro!
Date: Thursday, March 24, 2022 10:17:47 PM

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

At one of the meetings, we were told that Route B would NOT BE IMPLEMENTED initially - that it would be a route added "in the future"

Then why is Route B being presented like that will be an option of a way to get around town?

You do remember that 12 years ago - our one and only tiny bus depot that we could seamlessly change buses traveling across country - was torn down and NEVER rebuilt again so that not only are buses frantically trying to find a place to load and unload passengers, the passengers themselves are left frantically trying to navigate around Madison to try to transfer to a different bus in the pouring down rain and 15 below freezing weather.

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); [Mayor](#); [All Alders](#)
Subject: Stop Destroying our Bus System!
Date: Thursday, March 24, 2022 10:23:17 PM

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

The next caller at the February 24, 2022 meeting stated:

"I live around the West High School area. Overall, the proposed plan is worse for me. I used to ride the 19 a lot, but that doesn't operate anymore...Students study late into the night, so it would be nice if the buses operated late into the night. This would be helpful."

The signs posted around town promise us a "RESTORATION OF SERVICE" - not a further DEMOLITION of our service.

Sincerely,

Suzie Resch, MBA, MSM, MEd
Presidential Candidate 2024

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); [Mayor](#); [All Alders](#)
Subject: Stop Destroying our Bus System
Date: Thursday, March 24, 2022 10:51:12 PM

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

It is very interesting and underhanded that I did not receive Appendixes A, B or C when I received the Network Redesign Plan in the mail.

Low and behold, there is a map on A-2 that shockingly depicts with pink dots the immense loss of coverage to most of the bus transit riders in the Madison area. I was flabbergasted and guessed that is why the library did not receive these appendixes either.

It is inexcusable to think that only serving the East - West corridor in Madison with a focus on "ridership" is in any way, shape or form - EQUITABLE!

Thank you for listening. Thank you for caring. Thank you for your empathy and thank you for revamping the service so that we ADD to our present bus system - not start from scratch. How much time and effort and planning and community input and meetings and cost went into our present bus system in the 90's? All we need to do - is ADD to our great, wonderful system - not take away and DESTROY our present system.

How can you possibly think that eliminating over 50 bus routes and replacing it with only 6 main line routes - 3 of which only go to the square and then stop and don't go further North South or East can in any way service MORE residents of Madison and the area? That doesn't even make any logical sense at all. I was so shocked and mortified at the proposed system, I was beside myself.

Sincerely,

Susan Resch, MBA, MSM, MEd
Presidential Candidate 2024

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: STOP DESTROYING METRO
Date: Thursday, March 24, 2022 10:55:48 PM

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

Distinguished Ladies and Gentlemen of our Great Country:

Could we please have transcripts of the meetings and of the public comments and Q & A?

Where are the answers to the 140 questions from the February 24, 2022 meeting? We were told that they would be posted on the website. I received an email that you were working on it and that they would be posted shortly.

Sincerely,

Suzie Resch, MBA, MSM, MEd
Presidential Candidate 2024

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: Suggestions
Date: Thursday, March 24, 2022 11:09:49 PM

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

Dear Distinguished Ladies and Gentlemen of our Great Country:

I do have a few suggestions to help us decrease our carbon footprint on our planet.

I see that we have already installed solar panels on some of our bus shelters to offer a light that can be turned on by a button or automatically comes on when it gets dark. Could we further enhance the use of solar panels by being able to charge our devices? I have seen this in Newark, NJ. There was a building who offered a solar powered charging station outside with 6 cords attached that anyone could use to charge their phones.

I have seen numerous buses that have charging ports on the back of the seats. I am curious why our new buses are not equipped with this design feature.

Possibly, either the Neighborhoods and/or High Schools in the neighborhood could adopt bus stops and build bus shelters and make it an art project to further attract more ridership. To stand in the cold and wind and rain and snow is not attractive, especially if there is no bench or bus shelter while waiting.

I suggest we add a few BRT lines and be done with it.

"If it isn't broken, then don't fix it."

Sincerely,

Suzie Resch, MBA, MSM, MEd
Presidential Candidate 2024

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: We need 24/7 bus service like New York and LA
Date: Thursday, March 24, 2022 11:11:31 PM

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

It would be safer for all of us and prevent rape.

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: Transparency/ Accountability
Date: Thursday, March 24, 2022 11:16:36 PM

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

Dear Distinguished Ladies and Gentlemen of our Great Country:

When I received the information about the Network Redesign, a large map of the proposed system was sent to me, but not a large map of the existing service so that I could compare the two.

Sincerely,

Suzie Resch, MBA, MSM, MEd
Presidential Candidate 2024

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: Worse for most residents
Date: Thursday, March 24, 2022 11:21:27 PM

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

Dear Distinguished Ladies and Gentlemen of our Great Country:

So far, I have heard it is worse for people with disabilities because the new network eliminates the bus stops at their locations.

Also, I have heard from the zoom meetings that the new proposed system would be worse for an individual who purposely rented his apartment because of the convenient bus stop in front of his apartment complex. The new proposal would eliminate the convenient bus stop in front of his apartment complex.

Sincerely,

Suzie Resch, MBA, MSM, MEd
Presidential Candidate 2024

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: Fix hole at South Transfer Point
Date: Thursday, March 24, 2022 11:24:49 PM

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

Dear Distinguished Ladies and Gentlemen of our Great Country:

Why should people take the bus if have to stand in the rain or snow to catch the bus?

Also, at the South Transfer Point, there is a hole in the ceiling that needs to be covered with solar panels instead of an inSincerely,

Suzie Resch, MBA, MSM, MEd

Presidential Candidate 2024convenient fence blocking the pathway between transferring to buses.

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: Don't Destroy our Present Bus System Please
Date: Thursday, March 24, 2022 11:29:06 PM

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

Dear Distinguished Ladies and Gentlemen:

Do not waste money. It would be better to improve and expand our current bus system that people have already grown to love and be accustomed to. Do not eliminate service ("less streets"). Why have buses run empty every 15 minutes? It is bad enough that they run empty every 30 or 60 minutes.

Graciously,

Suzie Resch, MBA, MSM, MEd
Presidential Candidate 2024

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: Where will the double buses be stored?
Date: Thursday, March 24, 2022 11:30:29 PM

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

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: How much money do we have to work with? \$60M?
Date: Thursday, March 24, 2022 11:31:21 PM

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

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: How much is the current plan proposed cost?
Date: Thursday, March 24, 2022 11:32:37 PM

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

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: Will anything go into the landfill if dismantling unused items?
Date: Thursday, March 24, 2022 11:33:28 PM

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

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: What will happen to the current buses?
Date: Thursday, March 24, 2022 11:34:09 PM

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

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: How many and which buses specifically were eliminated because of Covid?m
Date: Thursday, March 24, 2022 11:35:24 PM

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

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: What were the results of the Design Contest?
Date: Thursday, March 24, 2022 11:36:34 PM

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

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: Is it true that you had a "Design Contest?"
Date: Thursday, March 24, 2022 11:37:47 PM

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

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: Transparency
Date: Thursday, March 24, 2022 11:42:18 PM

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

Dear Distinguished Members of our Community:

In one of the meetings, we were told that Route B would not be initially implemented.

Is this correct?

Given this fact, how would the graphs and statistics change?

Graciously,

Suzie Resch, MBA, MSM, MEd
Presidential Candidate 2024

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Subject: Stop the Insanity!!!
Date: Thursday, March 24, 2022 11:47:57 PM

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

Dear Distinguished Members of our Community:

What date was the Draft Plan completed?

Was Appendixes A, B and C included?

Why were the Appendixes not included in the reports left at the libraries or mailed to me and other people requesting information to make informed decisions?

Sincerely,

Suzie Resch
MBA with an emphasis in Technology Management
Master in the Science of Management with an emphasis in Project Management
Master of Education with an emphasis in the
Leadership of Educational Organizations
Graduated with Honors 1982 - top 5% of 600 students
Dean's List John Wood Community College - Medical Transcription

From: [Suzie Scott](#)
To: [Metro Redesign](#)
Cc: [Senator Tammy Baldwin](#); sen.roys@legis.wisconsin.gov; [Mayor: All Alders](#)
Subject: It seems to me that the information given to us is SKEWED
Date: Thursday, March 24, 2022 11:50:52 PM

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

Is there any reason why the "Passcode" for the Isthmus meeting on April 4th @ 6 pm is not listed on the website?

From: spam-digest@cityofmadison.com
To: [Metro Redesign](#)
Subject: End User Digest: 4 New Messages
Date: Friday, March 25, 2022 9:27:56 AM



**End User Digest: 4 New Messages
For MetroRedesign@cityofmadison.com**

The messages in your personal Digest represent emails that have been filtered and sorted into different categories, giving you an opportunity to take action on them. Click the link in the Subject column to view the message.

[Request New End User Digest](#) [Request Safe/Blocked Senders List](#) [Manage My Account](#)

The emails listed in this section have been placed in your personal Quarantine. Click Release to deliver the email to your inbox. To continue to receive future emails from the sender, click Allow Sender. To report messages that are not spam but are included in the Spam - Quarantined section, click Not Spam.

Spam - Quarantined		
From	Subject	Action
atram@pdt.pl	Lend!!!	Release Release and Allow Sender Block Sender
atram@pdt.pl	Lend!!!	Release Release and Allow Sender Block Sender
atram@pdt.pl	Lend!!!	Release Release and Allow Sender Block Sender
atram@pdt.pl	Lend!!!	Release Release and Allow Sender Block Sender

For more information contact your System Administrator.

atram@pdt.pl	Lend!!!	ReleaseRelease and Allow SenderBlock Sender
atram@pdt.pl	Lend!!!	ReleaseRelease and Allow SenderBlock Sender
atram@pdt.pl	Lend!!!	ReleaseRelease and Allow SenderBlock Sender
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atram@pdt.pl	Lend!!!	ReleaseRelease and Allow SenderBlock Sender

For more information contact your System Administrator.

From: spam-digest@cityofmadison.com
To: [Metro Redesign](#)
Subject: End User Digest: 2 New Messages
Date: Friday, March 25, 2022 9:53:50 AM



**End User Digest: 2 New Messages
For MetroRedesign@cityofmadison.com**

The messages in your personal Digest represent emails that have been filtered and sorted into different categories, giving you an opportunity to take action on them. Click the link in the Subject column to view the message.

[Request New End User Digest](#) [Request Safe/Blocked Senders List](#) [Manage My Account](#)

The emails listed in this section have been placed in your personal Quarantine. Click Release to deliver the email to your inbox. To continue to receive future emails from the sender, click Allow Sender. To report messages that are not spam but are included in the Spam - Quarantined section, click Not Spam.

Spam - Quarantined		
From	Subject	Action
atram@pdt.pl	Lend!!!	Release Release and Allow Sender Block Sender
atram@pdt.pl	Lend!!!	Release Release and Allow Sender Block Sender

For more information contact your System Administrator.

From: [Mike Scott](#)
To: [Metro Redesign](#)
Subject: My comments on the proposed metro redesign of the Madison bus system
Date: Friday, March 25, 2022 2:55:29 PM

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

The first thing I'd like to say is, if it ain't broke, don't fix it! There's nothing wrong with the current Madison bus system it works well and serves a lot of residents. If there's some residents that are under serviced, then create new bus routes to service them, not reduce bus routes! Moreover, if the mayor is so adamant about having BRT, then by all means add BRT but keep the existing system as it is!

Speaking of BRT, whatever you do, do not run BRT on State Street!!! It's unnecessary to do so and will create a lot of user conflict on State Street.

Also, I note in the draft plan that there's no longer going to be buses running on Odana Road after Whitney Way. For me, this will be a huge inconvenience! Instead of two bus routes to choose from, taking me to two different areas of the city, now there will be only one. Yes the buses will run more often, but that won't help when I can't take the bus to a place that I used to, like Trader Joe's on Monroe Street.

In fact, the West Side in general takes a really big hit with the proposed plan. Reduced buses on Speedway, and on Mineral Point after Midvale? Residents in that area get poorer service. No more buses on Science Drive how are the workers who take the bus now, going to get to work?

Well you say, some folks will have to walk a little farther to catch the bus but the reality is that there's A LOT of people that will have to walk a lot farther to catch the bus than they do now, and that includes children and the elderly. Sometimes in the dark, for half the year in snowy, slippery winter!

Well you say, less bus routes but the buses will run more on those routes. Okay, but that means more buses on those streets I don't know if the residents of those streets or in that area are going to appreciate having more bus traffic.

Another concern of mine is that there's no more buses from the west side going down Regent Street. Oh yes, after a hefty walk one could take a circuitious route on the e-bus, and the d-bus bisects Regent, but it's going to be HUGELY less convenient for me to visit Regent which is a destination Street; bars, restaurants meeting friends and my doctor's office.

What's going to happen to the transfer points? I remember many years ago when the bus service was redesigned and the transfer points were put in -- oh boy everyone said this is better than sliced bread this is so wonderful and all the buses were redesignated from letter identifiers to number identifiers. Now, we're going back to letter identifiers! And apparently abandoning the transfer points? Well, don't tear them down, because 20 years from now someone will get the idea to redesign the bus system again using transfer points and it will be the next best thing since sliced bread.

Thank you for allowing me the opportunity to comment, and for considering my comments,

even though I know they're not going to make one bit of difference in the final outcome of this redesign. I guess myself, as well as many others in Madison, we'll be using taxi service and Uber drivers a lot more than we do now once the new system is in place. Perhaps that's a good thing?

~Michael Scott

[Sent from Yahoo Mail on Android](#)

From: [Stammer, Jessy](#)
To: [Metro Redesign](#)
Subject: RE: It seems to me that the information given to us is SKEWED
Date: Friday, March 25, 2022 2:59:16 PM

Since we received so many questions in an odd way, we have chosen not to engage back with this customer. If there are certain emails/questions that you think we could and should answer, let me know. Otherwise I am just going to file these as comments.

From: Suzie Scott

Sent: Thursday, March 24, 2022 11:51 PM

To: Metro Redesign

Cc: Senator Tammy Baldwin ; sen.roys@legis.wisconsin.gov; Mayor ; All Alders

Subject: It seems to me that the information given to us is SKEWED

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

Is there any reason why the "Passcode" for the Isthmus meeting on April 4th @ 6 pm is not listed on the website?

From: [Heck, Patrick](#)
To: [Metro Redesign](#)
Subject: Fw: No Bus Service for Sherman Terrace
Date: Saturday, March 26, 2022 8:55:55 AM

Just making sure Metro received the feedback below. Thanks.

Alder Patrick Heck
608-286-2260

To subscribe to District 2 updates go to:
<http://www.cityofmadison.com/council/district2/>

From: jeffreycprice@gmail.com
Sent: Friday, March 25, 2022 9:35 PM
To: All Alders
Subject: No Bus Service for Sherman Terrace

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

Dear Common Council Members:

I am deeply concerned that our neighborhood is losing bus service on Sherman Ave via Sherman Terrace, and this is not acceptable to the 217 families living in our community alone, not to mention those living next door at Lakewood Gardens.

With the surrounding neighborhoods getting more than 4 buses per hour, it seems quite unfair that we don't at least get one or two per hour at least for the commute. A lot of us here commute to work by bus. I have neighbors also who are elderly and living on fixed income. They depend on that bus! If we walk to other buses the distance is quite far more than half a mile extra from our current stop. What will these people do in winter when they have to struggle to get to Johnson via the park?

It is unfair that our neighbors get so many buses for possibly fewer people than we have. Our stop is quite busy every morning. We can see that this new BUS X could run our same route without affecting the new routes hardly at all. It seems cruel to not share buses. Please consider giving us our bus service back.

Sincerely,

Jeffrey C Price

17 Sherman Terrace #3

Madison, WI 53704

From: [Mike Roszkowski](#)
To: [Metro Redesign](#)
Subject: In support of Amendment 5
Date: Saturday, March 26, 2022 12:37:26 PM

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

Hi,

I just saw a description of Amendment 5 to the redesign and wanted to express my support for this amendment. I have lived in the Westmorland neighborhood for about 25 years and I think this amendment, while not budget neutral, would really help my neighborhood and neighbors (as well as me!) and would urge you to please adopt that amendment.

Thanks very much.

--Mike Roszkowski

501 Clifden Dr., Madison, WI 53711

From: [Michele Leighton](#)
To: [Metro Redesign](#)
Cc: [Cechvala, Michael](#); [Sobota, Timothy](#)
Subject: Comments following 3/22/22 Near West presentation
Date: Sunday, March 27, 2022 7:43:18 AM

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

Dear Messrs. Cechvala and Sobota --

Thank you for the 3/22/22 presentation on proposed Near West transit changes, including recent amendments that I see are now available online. In particular, I'm happy that you are proposing to add bus service back on Nakoma Road (proposed **Amendment 7**), which I know from talking to some Nakoma neighborhood residents has been sorely missed since the pandemic. I know I state much below but please continue reading until the end.

However, with Amendment 7's routing half of Route D buses down Nakoma Road, what once was the promised "more frequent" Route D bus service to the corner of Odana Road and Midvale Blvd. (my closest access) now is back to a bus reaching that intersection only every 30 minutes. Because Route D does not go directly onto the Capitol Square, a backup plan for my ride home during bad weather (rather than walking a few blocks to Wilson Street to catch a Route D1 bus home) was to jump on BRT Route A at the Capitol Square and take that to University Avenue at Park Street, and then transfer onto Route D1 there. However, with the proposed Route D2 (Nakoma) Amendment 7, if Route A had *just missed* a Route D1 (Odana) bus at University/Park, I could potentially have to wait 30 minutes for the next Route D1 bus. Thus, now the Route A-to-D1 transfer option no longer really helps me.

I continue to be frustrated that what once was wonderful bus service on Odana Road (three routes: prior Routes 3 and 58, and Route 7) has been taken away and reduced to inconvenient or no bus service at all for a large portion of Odana Road. In particular, I don't feel it is fair to people both on and to the south of Odana Road that, with proposed **Amendment 5**, two buses (Route D1 and proposed amended Route E) will now run on Tokay Blvd. between Midvale Blvd. and Whitney Way, and zero buses will run on Odana Road between Midvale and Whitney. Looking at the Amendment 5 map, if proposed amended Route E is running on Tokay every 30 minutes, rather than providing duplicative service on Tokay, it would seem logical to run Route D1 straight up Odana all the way to Whitney Way, where it then turns south toward Schroeder Road.

Just like Tokay between Midvale and Whitney, there are numerous homes (as well as two rental complexes) on/near Odana Road between Midvale and Whitney – including the large neighborhood to the south of Odana just west of Odana Hills Golf Course – and all of these residents will lose convenient bus service under the current proposal. It was stated at the 3/22/22 meeting that the existence of Odana Hills Golf Course on Odana Road (and the fewer potential bus riders along that stretch) is one of the reasons bus service was moved off Odana between Midvale and Whitney, to Tokay. However, I want to point out that Route X traverses Speedway Blvd., which is nothing more than a golf course and two huge cemeteries, and certainly few riders are originating along Speedway; yet, there will be bus service on Speedway. So, I don't think you can fairly state that the existence of a golf course negates consideration of bus service along a large portion of Odana Road.

I am assuming that proposed **Amendment 7** (Route D2 on Nakoma Road) will become part of the final transit redesign plan, since it makes sense that the Nakoma Road area should regain bus service. Unfortunately, that means that Route D1 on Odana Road becomes even less convenient for residents living between Monroe Street and Whitney Way. Honestly, it feels like people living on Odana Road are receiving only token consideration in the transit redesign process, and this after 30+ years of our having some of the best bus service in the city!

Because Route D/D1 will be (1) inconvenient for me on the home end (a bus stop two to three blocks away and running only every 30 minutes instead of the stated “more frequent” goal) and also (2) inconvenient for me on the work end because it won’t travel onto the Capitol Square (requiring a minimum three-block walk to the nearest Route D1 bus stop to get home), *assuming* that the proposed amended Route E (pushing it onto Tokay Blvd.) becomes part of the final transit redesign plan, I would likely opt to utilize Route E (instead of Route D/D1) because at least Route E goes directly onto the Capitol Square and my walk to the nearest Route E bus stop from my home is only slightly longer.

Although amended Route E (diversion onto Tokay Blvd.) would provide a partial solution to the transit problems that the redesign is creating for me, I reiterate that I am highly disappointed at the loss of convenient bus service along Odana Road between Midvale Blvd. and Whitney Way. If Route D1 was the only bus running on Tokay between Midvale and Whitney, logistically I could understand why Tokay was chosen over Odana; but if Route E is ultimately shifted onto Tokay Blvd. as well, thus making Route D1 duplicative bus service along that stretch, then I again ask that the transit redesign team consider running Route D1 straight up Odana Road all the way from Monroe Street to Whitney Way. (**Note:** If Route D1 could be run straight up Odana even during just “rush hour” times, that would help most current Odana Road-area bus riders.)

Thank you very much for reading and considering my above comments and suggestions.

Michele P. Leighton
4634 Odana Road
Madison, WI 53711
608-512-6273 cell

From: [Dick Lovell](#)
To: [Metro Redesign](#)
Subject: Route F stop near Costco ?
Date: Sunday, March 27, 2022 10:10:34 AM

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

I'm pleased that proposed Route F appears to provide improved service to the DMV on Excelsior. Will Route F also stop at or near Costco?

Thank you!
Richard Lovell
625 N. Segoe Rd.
Madison

Sent from my iPad

From: [Joseph Frost](#)
To: [Austin, Julie](#); [Metro Redesign](#)
Subject: Disability Concerns regarding proposed bus route changes
Date: Sunday, March 27, 2022 11:41:20 AM

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

To whom it may concern,

Thank you for your time and answers at the Far East Side Meeting. The meeting was very informative, and I appreciate the time to express questions and concerns from the Far East Side.

As the Disability Rights Commission was not able to make quorum on Thursday, March 24th, I would like to share some notes that have been brought to my attention

Disability Topics/Concerns

1. In my neighborhood, the nearest bus stop on the new plan is .8 Miles away (per Google Maps), presently the nearest stop is .3 Miles away. Several have expressed concerns about this drastic increase in distance, and how for those that are mobility impaired, this possibly makes using the bus a non-option.
2. Concerns have been raised that in addendum to topic #1, that the load on Paratransit may need to increase.
 - a. This raises several additional concerns, including that as Paratransit requires booking a ride the day prior, and there are many times where mobility impaired individuals may need/want to catch an impromptu ride (including for medical purposes, and unexpected life events), booking Paratransit day of (in an availability or first come first serve model) is not presently an option.
3. Many caregivers who help those with disabilities take the bus (when I lived downtown > 50% of my care staff took the bus). Some have expressed concerns about losing access to the bus.

I am excited for the BRT discussions and enhancements, and appreciate the opportunity to discuss some topics of concern that have been expressed.

Thank you for your time,

Joe Frost

Disability Rights Commission

Sent from [Mail](#) for Windows

From: [Joseph Frost](#)
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Thank you for your time,

Joe Frost

Disability Rights Commission

Sent from [Mail](#) for Windows

From: [Jim Winkle](#)
To: [Metro Redesign](#)
Cc: [Evers, Tag](#)
Subject: South Madison Loop to Capitol Square option
Date: Sunday, March 27, 2022 3:17:23 PM

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

Dear Metro planners,

Overall, I like the new Metro redesign. I'm grateful for your efforts to create a system that serves more people getting to places of employment, provides more frequent service with fewer transfers and shorter travel times, and is more predictable. I used to take the bus a lot (and will again) and have always found the transfer point system somewhat frustrating. For some of my travel, it required the use of a smart phone.

I take the bus a lot in Chicago, too, and I *love* that there's often a bus every six minutes. I realize we don't have the population density for that in Madison, but I feel like the new redesign is an excellent step in that direction.

Thanks for including Romnes Apartments, the Goodman Pool, and other sites in your Ammendment 4; it's much appreciated! 4C is the only one which includes John Nolen drive, which seems essential if the Destination District moves forward. However, the 4ABC options don't include some of the other important sites on the south side which serve folks with low-income, people of color, and/or seniors. I'm especially thinking about places that serve high concentrations of folks, like Quaker Housing, Bram Hill Apartments, the Boys & Girls Club, and Vilas Zoo.

I plan bike routes with a service called RideWithGPS (RWGPS) and so I tried my hand at creating an option for bus route O. It's modeled after 4C but I believe it's slightly shorter and covers more sites. I occasionally take the 13 to the Enterprise Rent-a-Car on the beltline and I'm the *only* one on the bus, so even though running the bus there would personally benefit me, I removed that section.

It's 7 miles (approximately 23 minutes in a car) and Fish Hatchery via Badger could be added at the cost of one more mile (and an additional 3 minutes). I am not a transportation planner so this may be impossible and probably at least needs to be tweaked.

I hope you will consider this option. It's here in two formats, RWGPS and Google maps:

- * RWGPS: <https://ridewithgps.com/routes/38737184>
- * Google maps: <https://goo.gl/maps/KmjRJC1Q4CXB2mFW6>

Please let me know what you think of it!

-- jim

From: [Jim Winkle](#)
To: [Metro Redesign](#)
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Please let me know what you think of it!

-- jim

From: [Erica Throneburg](#)
To: [Metro Redesign](#)
Subject: Feedback on bus route amendments 5 and 7
Date: Sunday, March 27, 2022 9:50:15 PM

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

Hi. I want to express my appreciation that the City seems to be taking into account the feedback from community members about bus route changes. My husband and I both use the bus for transportation to and from work so have watched this process with interest. The closest route to us (6 via Tokay) will be ended and after hearing the considerations taken into account in the redesign, that seems reasonable although we will greatly miss the convenience. I'd like to give feedback on a couple amendments:

-I support Amendment 5 to improve coverage along Mineral Point Rd, up Speedway, and further east toward Park St than other routes which divert north towards UW and downtown further west. With West High and Meriter/other medical facilities along this route, I think it's valuable. With the loss of 6 on Tokay it also seems that ridership will increase on a Mineral Point route from people who currently use the Tokay route.

-I do not support Amendment 7 to divert D2 from Midvale onto Nakoma and make coverage on Odana less frequent. Under the stated goals of the new model and with the loss of existing routes such as the 6 on Tokay it seems valuable to have a higher frequency (every 15 min) route in that region, which the Odana route would lose with this amendment.

Thank you so much for your consideration.

--

Take care,
Erica

From: [Bonnie Cubalchini](#)
To: [Metro Redesign](#)
Subject: Plan 5
Date: Sunday, March 27, 2022 10:07:50 PM

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

I am happy there has been some restoration of bus #6. So I feel terrible complaining since there has been some improvement to the original plan but there are students and retired people who take the bus on non-peak hours. We can't always arrange our plans, appts or classes to fit the hourly service.

I read the purpose of bus service in Madison is the for people to reach destinations within 45 min including transfers. Hourly service on the near west side makes that impossible if you have to wait 45 min on each end of you trip just for a bus.

I am happy you are trying to improve what I think was a bad decision. I am still disappointed that areas paying high taxes, some of which support transit, have service taken away. I gladly pay a wheel tax for transit as well but I may need to drive more so the purpose of transit is then defeated.

Get [Outlook for Android](#)

From: [Mike Crane](#)
To: [Metro Redesign](#)
Subject: need more park & rides
Date: Sunday, March 27, 2022 10:11:34 PM

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

Hi,

I'm excited about the redesign plans, and have filled out the survey. But I realized that I did not mention a few things:

1. The final plan should include convenient FREE parking in more areas, and it should have prominent signage inviting people to park and ride (both cars and bicycles). Example: the new C1 route could have park and ride opportunities at:

Metro Market
Pinney Library lot

and on Route C, Olbrich Park has a number of good parking areas where parking is permitted now, but there is no signage indicating so. I had to call and ask the parks division if I could park at Olbrich Gardens until late (because I was riding the B Cycle to town.) They said it was fine.

While there are other possible parking lots (such as the parking lot at North of the Bayou) the BEST choices would be ones that have a safe crossing for eastbound riders to cross to the parking lots on the north side of Cottage Grove.

2. PERCEIVED safety is a big deal. The current transfer points don't feel all that safe, but at least they are well-lit. Standing alone at one of the new mini-transfer spots will need LOTS of attention to perceived and real safety, especially after dark.

Thanks for collecting our input!

Mike Crane
mcranevt@gmail.com

From: [Susan Balliette](#)
To: [Metro Redesign](#)
Subject: Questions and Comments
Date: Monday, March 28, 2022 12:33:39 AM

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

Hi Mike. This is Susan Balliette from the Disabilities Rights Commission. I viewed the Feb. meeting and want to say it is very good that you will serve the people of color better. I wasn't clear about whether you will have transfer points. Will you? Will you go to the major medical clinics like Dean East? I may have more questions and comments later. Susan Balliette, DRC Commissioner.

From: [Kim Owens](#)
To: [DCR](#); [Mymetrobus](#); [Metro Redesign](#)
Subject: ADA AND TITLE VI CIVIL RIGHTS
Date: Monday, March 28, 2022 9:14:18 AM

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

Majority of disabled bus dependent disabled people do not qualify for paratransit. However the proposed draft plan will make it more difficult and unsafe if not impossible for them as the not disabled riders. ADA violation. Majority of disabled bus dependent disabled people do not qualify for paratransit. However the proposed draft plan will make it more difficult and unsafe if not impossible for them as the not disabled riders. ADA violation.

Minority citizens make up just under 30% of Madison's population. However they are suffering a larger disparate burden and adverse effects than NON MINORITY POPULATIONS. I am not referring to "median resident" whatever that is. The numbers and statistics being presented do not "add up" so to speak and make sense when minority populations are losing much larger amounts of their local routes in densely populated neighborhoods. Access and travel times for them are increasing in many places the city is saying otherwise. We do not believe that a Service Equity Analysis that is required by the FTA was done which would in fact be acceptable to the FTA in the way it was possibly done incorrectly and/or incompletely. We are talking about ADA and Civil Rights title VI violations.

Surely we can figure out a compromise for the draft plan that does not involve so much reduction and elimination of services for the minorities and disabled citizens.

-Kim Owens
608-467-8289
KIMO0303Q@GMAIL.COM

From: [Sanon, Reuben A](#)
To: [Metro Redesign](#)
Subject: FW: Madison Metro Redesign Comments/Feedback
Date: Monday, March 28, 2022 10:02:34 AM
Attachments: [4LG Comments on Redesign 3.7.22.pdf](#)

I've been sending these to Mike but will try to send them here.

RS

Reuben Sanon (He, Him, His)
Deputy Mayor City of Madison
Room 403, City-County Building
210 Martin Luther King Jr. Blvd.
Madison, Wisconsin 53703
Desk Phone: 608-261-9837

From: Mayor
Sent: Tuesday, March 8, 2022 8:29 AM
To: Sanon, Reuben A
Subject: FW: Madison Metro Redesign Comments/Feedback
Diana

From: Liz Wessel <lizard59sc@yahoo.com>
Sent: Monday, March 07, 2022 9:02 PM
To: Metro Redesign <MetroRedesign@cityofmadison.com>; Mayor <Mayor@cityofmadison.com>
Cc: Don Ferber <d_ferber@sbcglobal.net>; Liz Wessel <lizard59sc@yahoo.com>
Subject: Madison Metro Redesign Comments/Feedback

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

754 Williamson Street
Madison, WI 53703
www.sierraclub.org/wisconsin/four-lakes

To: Madison Metro Redesign, MetroRedesign@cityofmadison.com
Mayor Satya Rhodes-Conway, mayor@cityofmadison.com
From: Sierra Club Four Lakes Group
Contacts: Executive Committee Members
Liz Wessel, lizard59sc@yahoo.com
Don Ferber, d_ferber@sbcglobal.net

RE: Comments on Proposed Redesign of the Madison Metro System

These comments are prepared on behalf of the Sierra Club Four Lakes Group. The Four Lakes Group covers nine south central Wisconsin counties with Dane County in the middle. We have nearly 7300 members & supporters across Dane County.

As a system that broadly impacts communities across our region and has an impact on how, locally, we will address climate change, these comments may not be the only comments we submit as we find out more about the proposed system and listen to and read the comments of other individuals and organizations.

SYSTEM WIDE

Meeting the needs of limited income populations and people of color

We recommend that the analysis of how well the proposed system serves low income and people of color be redone. Based on the presentation and the report, it is apparent that the downtown student population is distorting the conclusions made in the presentation about how well the redesign would serve these populations.

We are concerned that the bias of including a large number of low income students may not create a functional system for those that need it most outside of the downtown and campus, such as on the north or south sides.

Comments made by a north side resident made it clear that service in their area, especially for residents with disabilities, may not be as functional as other areas where low income populations reside. We need to be confident we are meeting the needs of these peripheral populations, and if needed, adjust the routes to ensure a good level of access to jobs, grocery stores, medical centers and schools for these populations with high transit needs.

Again, we request redoing the Proposed Network Analysis for low income populations & communities of color focusing on those at the periphery without the downtown student population. The downtown population will clearly be well served by the redesign.

Meeting the needs of differently-abled populations

Transit can be transformative for those who cannot drive. There should be greater clarity and analysis of how well the proposed system serves the differently-abled populations. A separate map could be included showing how the existing retirement and disability communities and housing facilities will be served in order to provide some clarity.

In addition, Madison Metro should be looking ahead to new development proposals on the urban center periphery that will create housing explicitly for these populations. The map could include some of these major developments that are in the process of being developed or are currently proposed.

In addition, for people with limited mobility who might be further from transit stops with the redesign, to what extent will other options, such as paratransit or even taxis, be provided or expanded to fully serve their needs, or serve as a link to Metro?

Ridership Projections

Overall, the draft plan's emphasis on simpler routes that remain the same through the weekends, and focus on more frequent and rapid access to jobs and other locations seems to be a positive step, but it would be interesting to see if changes in ridership projections can be made based on the draft plan, perhaps even by groups of people and areas.

Park & Ride Lots - <https://www.cityofmadison.com/metro/how-to-ride/park-ride-lots>

For transparency and clarity, add any known park and ride lots that will be a part of the system to the Key Transfer Locations map (page 22).

Will the City continue to serve the existing park and ride lots? For example, if there is no longer a North Transfer Point, where will a northside Park & Ride be located? The current park & ride lot lies between routes B & D2.

As the system does not extend very far south, does it make sense to add some additional park and ride space on a frequent service line in the south of Madison west, central and east. The Dutch Mill park and ride is often overflowing with cars. And it makes sense to have a south side park and ride near the terminus of BRT route B to encourage ridership.

Seamless Connections with Regional/Intercity Buses

In order to encourage the seamless connection with regional buses, it would be useful if there was at least one map showing where these connections occur, and to which regional bus lines. The information could be added to the Key Transfer Locations map (page 22) or be a separate map. These bus lines include:

- Badger Bus
- Greyhound

- Jefferson Lines
- Lamers Bus Lines
- Megabus
- Van Galder/Coach USA

If the 200 block of Lake St will continue to be used as the downtown intercity bus stop, it should be equipped with a better shelter (larger) with electronic & physical connection information to the Madison Metro System.

For routes like the Badger Bus to Milwaukee, Madison Metro should work with Badger Bus to find a sheltered stop on the east side that is integral to and provides seamless connection between services, perhaps at an enhanced BRT station. The current location of the east side stop is at East Washington & East Johnson which is beyond (east of) a major intersection for the proposed redesigned Metro System at the junction of East Washington, North St and Milwaukee St.

Access to Jobs and Grocery Stores

We appreciate the analysis and attention paid to access of grocery stores in different parts of the community. We need to also make sure, as some of the stores are located at busy intersections, that there is great pedestrian access (without stairs) for people to be able to haul groceries safely to the bus stop.

We were appreciative to see the emphasis on connection to major employers in the report.

One of the clear asks in the 2018 *Arrive Together: Transportation Access and Equity in Wisconsin* report co-authored by the Sierra Club, was to make sure that transit systems analyze a system's connection to the area's largest employers.

Access to other important services

As we get into the finer analysis of the proposed system, we need to consider the main health clinics and hospitals as well as schools particularly high schools that rely on City service, and our public lands and parks, as access to nature and parks is important to people's health, as well as they should have access to parks that they pay taxes for.

In our analysis of Dane County park access, we found the following regarding the redesign:

- Access to Mendota County Park remains the same.
- Access to Cherokee Marsh and the Ice Age Junction is somewhat improved with closer proximity, but still some distance away, and only during peak hours for Cherokee.
- Access to Lake View Hill park is somewhat reduced.
- Access to the Jenny and Kyle Preserve which explicitly serves youth and people with disabilities has been removed. The disconnect of this important park should be reconsidered.
- Access to Tenney Park Lock and Dam has also been removed with no direct service.

Route Simplification

The simplification in route names is a benefit, as complicated routes, routes with alternating patterns throughout the day, and changes in route schedules from weekdays to weekends make the transit system difficult for new or occasional riders to navigate.

ROUTE SPECIFIC

Current Route 31/Proposed Route C3

At the time of its creation, Route 31 was hailed as a positive example of transit expansions that are better serving lower income neighborhoods in Madison: "One of the main requests from that neighborhood was that they really wanted transit service." It provides much-needed connection to areas of recreation and access to job hubs, including Two Men and a Truck movers. (quote from Arrive Together Report, 2018, page 43).

In the proposed redesign, this route is replaced by Route C3 which will run on a 60 minute basis. It does not extend as far south (to Siggelkow) as the current route 31. We suggest finding a way to connect the new proposed route C3 with the G route which provides 30 min service west from the southeast corner of Madison. This would enable westward travel towards the B Route and other south Madison destinations including the Alliant Center. Here are some ideas:

- Run the C3 over on Broadway to Monona, adding a stop for the G route; and then run it nonstop north to Cottage Grove.
- Stopping at Pflaum & Stoughton Rd. Adding a pedestrian and bike bridge. The connection at Turner is about a 5 min walk. This would also open up access to LaFollette, Edna Taylor Conservation Park, Farm & Fleet and other businesses and services along the Frontage Rd.

Note that Stoughton Rd was identified as a significant barrier to pedestrian and bicycle travel both across and along the corridor in a DOT needs assessment for this corridor. The redesign should prioritize the creation of safer pedestrian and bike access and connectivity with the Metro System.

Route D2 to the airport.

As proposed the service on this route would be reduced when non peak (early morning, evenings and weekends). While the pandemic left the airport deserted with airlines dramatically downsizing if not eliminating service, service is returning to the airport and rebounding quickly, and expected to grow further. **We support a regular service on the 30 min frequency throughout the day/evening for the following reasons:**

- The Madison Metro System needs to be the core of a multimodal transportation system that links the various modes of transportation in Madison and the core of Dane County.
- The current airport flight schedule is loaded towards the morning and evening flight arrivals. There are many flights that arrive after 7 or 8 PM as airlines store equipment in Madison for the following day's morning flights. This practice creates a ground transportation demand well into evening hours as well as early morning hours both for workers and travelers.
- The evening arrival experience can be very frustrating as buses are infrequent. Taxis are no longer stationed at the airport and operate like other online services (Lyft & Uber). Waiting for over 45 minutes is not uncommon. And these transportation services are expensive relative to a bus.
- The airport serves both as a job center and as a transportation center with travelers coming into our "system" as well as exiting. The numbers:
 - [Bureau of Transportation statistics](#) for 2021 for MSN Dane County Regional Airport (DCRA) (12 months ending in November) arrival and departure passengers (enplaned revenue passengers):
 - 654,000 arrivals
 - 653,000 departures
- DCRA plays a crucial role in the everyday economic and social life of Dane County. Nearly 6,500 workers are employed in the county as a direct result of airport operations and facilities use, ranking the airport as the third-largest full-time employer in Dane County. (https://www.msnairport.com/about/news/economic_impact#:~:text=DCRA%20plays%20a%20crucial%20role,time%20employer%20in%20Dane%20County.)
- There is an \$85 million expansion planned to accommodate more flights and airlines.

https://madison.com/wsj/news/local/govt-and-politics/dane-county-regional-airports-85m-expansion-to-pave-way-for-more-flights-passengers/article_ea4c45aa-6c42-5d86-b00b-14eb2cbf66.html

With the airport expansion on the way, with the corresponding planned increases to traffic and jobs, Madison Metro needs to deliver sufficient service to accommodate the expansion, and to make the shift away from parking and to public transit.

INFRASTRUCTURE

Real time schedules

The system needs to have real time schedules available not just online via a smartphone, but at stops as is currently done on the Capitol Square. The BRT stations are being planned to have visual digital signals showing the approaching buses to a stop. Visual information should not be just for BRT stations. We should add this technology to more places in the system. However, it might make sense to wait a year or two to make sure that the approved routes stand the test of real use before adding this type of signage to a stop.

Enhancements for the visually impaired (assistive technology??)

Is the system including BRT compatible with assistive technology such as the Moovit service? Or is there another technology system that will be used?

<https://www.smartcitiesdive.com/news/moovit-wawalk-public-transit-accessibility-visually-im/611346/>

Intel-backed Mobility as a Service company Moovit has real-time transit and direction data for more than 3,400 cities across 112 countries. Their partnership with WeWALK will integrate that data into technology-enhanced white canes for tactile or verbal directions. The cane can announce route options and offer step-by-step directions, including details about where a user should stand to board, and offer information on how crowded buses are as they arrive.

There needs to be more than digital and visual signage for the visually impaired as public transit is a necessity for quality of life in a community such as Madison.

Pedestrian infrastructure for safe access to the system

In sections of the system like Washington Ave and Stoughton Rd where there are multiple lanes and a higher level of speed and unfortunately a history of pedestrian accidents and deaths, we need to include the appropriate pedestrian infrastructure.

This access also needs to be designed to accommodate those that rely on bikes, wheelchairs, strollers and other wheeled devices as part of their daily transportation.

Street level directional signs to stops

It would be helpful for some to have signs indicating where the metro stop is located, particularly where there are changes to routes or elimination of service.

Regional/Intercity Bus Shelter - Intermodal Connections

If the city is not going to build a regional bus depot, then at a minimum it needs to build a regional bus shelter at a suitable location ideally on a very close to the frequent service provided by BRT or other main service lines. They should provide adequate coverage for more people and their luggage and include real time transfer information between the Madison Metro system and the intercity system, as well as intercity arrivals and departures.

For example, airports with regional bus service have columns with posted schedules, web sites, and often phone numbers for regional bus services available.

Again, having the Madison Metro system provide the foundation for a multimodal transportation system within the urban core as well as connections to regional transportation is a key issue and important to the success of both.

Respectfully submitted on March 7th, 2022.

Liz Wessel

pronouns: she, her, hers

Sierra Club Four Lakes Group

www.sierraclub.org/wisconsin/four-lakes

608.238.9934

From: [Sanon, Reuben A](#)
To: [Metro Redesign](#)
Subject: FW: Metro redesign proposal concerns
Date: Monday, March 28, 2022 10:04:58 AM
Attachments: [Teaira Metro Transit form.pdf](#)
[Brett M. Metro Transit form.pdf](#)

Reuben Sanon (He, Him, His)
Deputy Mayor City of Madison
Room 403, City-County Building
210 Martin Luther King Jr. Blvd.
Madison, Wisconsin 53703
Desk Phone: 608-261-9837

From: Mayor
Sent: Monday, March 7, 2022 12:48 PM
To: Sanon, Reuben A
Subject: FW: Metro redesign proposal concerns

Diana

From: Natalie Callahan <NCallahan@zmeridian.com>
Sent: Monday, March 07, 2022 12:30 PM
To: Metro Redesign <MetroRedesign@cityofmadison.com>; Myadze, Charles <district18@cityofmadison.com>; Abbas, Syed <district12@cityofmadison.com>; Bottari, Mary <MBottari@cityofmadison.com>; Mayor <Mayor@cityofmadison.com>; Lynch, Thomas <TLynch@cityofmadison.com>; Cechvala, Michael <MCechvala@cityofmadison.com>
Subject: Metro redesign proposal concerns

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

Good afternoon,

My name is Natalie and I am the service coordinator at a housing property on the north side of Madison. A few of my residents have expressed concerns over the Metro redesign plan, so I am helping fill out comment forms to scan and send over on their behalf. If you have any questions or trouble accessing the documents please do not hesitate to reach out.

All the best,

Natalie Callahan (she/her/hers)

Service Coordinator

Meridian Group, Inc.

Dryden Terrace

1902 Londonderry Dr

Madison, WI 53704

608-241-3129 direct line

608-260-7802 fax

ncallahan@zmeridian.com

www.meridiangroupinc.net

From: [Suzie Scott](#)
To: [Mayor](#); [Metro Redesign](#); [All Alders](#); sen.roys@legis.wisconsin.gov
Subject: No bus surveys on Bus Route #2 this morning towards WTP at 7 am
Date: Monday, March 28, 2022 12:06:28 PM

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

Also, no passcode for the Isthmus meeting on 4/4 at 6:00 on the website

From: [Jim Winkle](#)
To: [Cechvala, Michael](#); [Metro Redesign](#)
Cc: [Evers, Tag](#)
Subject: Re: South Madison Loop to Capitol Square option
Date: Monday, March 28, 2022 12:33:37 PM
Attachments: [image001.png](#)

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

Great, thanks Michael!

Good to know that a two-way is more desirable than a loop for my blossoming career in bus route design. :) For biking, it's always nicer to go in a loop.

In that case, this could be modified to go to/from campus on Mills instead of up W. Wash to the Capitol (maybe only stopping at the Zoo in one direction), get to Romnes from Park St instead of John Nolen, and stay on Beld/Fisher instead of Park St. (Happy to draw this out if it's hard to envision with words.) The only site that would be missed from my list is the new McGrath site (and near the AEC). Frankly, if the Destination District comes to pass, it might make more sense to someday run a shuttle (trolley?) up and down John Nolen to the Capitol square.

Again, thanks for working on this. I'm sure this is a challenge with all of the competing interests and voices.

-- jim

On Monday, March 28, 2022, 08:48:19 AM CDT, Cechvala, Michael wrote:

Hi Jim, thanks for taking the time to put these comments together. I copied your map below so it doesn't get lost. I think something like this could be feasible, there are many competing interests we're trying to serve with Route O on the south side – Olin, zoo, Alliant energy center, and connecting those with BRT, UW campus, and/or the Capitol Square. It's also usually desirable not to have a complete one-way loop, but rather have as much of the route be two-way as possible so that the driver break can happen at one end of the line and people don't need to wait through that to continue their trip. We'll take a look at some of the things your route does and could be incorporated.



Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Jim Winkle

Sent: Sunday, March 27, 2022 3:17 PM

To: Metro Redesign

Cc: Evers, Tag

Subject: South Madison Loop to Capitol Square option

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

Dear Metro planners,

Overall, I like the new Metro redesign. I'm grateful for your efforts to create a system that serves more people getting to places of employment, provides more frequent service with fewer transfers and shorter travel times, and is more predictable. I used to take the bus a lot (and will again) and have always found the transfer point system somewhat frustrating. For some of my travel, it required the use of a smart phone.

I take the bus a lot in Chicago, too, and I *love* that there's often a bus every six minutes. I realize we don't have the population density for that in Madison, but I feel like the new redesign is an excellent step in that direction.

Thanks for including Romnes Apartments, the Goodman Pool, and other sites in your Ammendment 4; it's much appreciated! 4C is the only one which includes John Nolen drive, which seems essential if the Destination District moves forward. However, the 4ABC options don't include some of the other important sites on the south side which serve folks with low-income, people of color, and/or seniors. I'm especially thinking about places that serve high concentrations of folks, like Quaker Housing, Bram Hill Apartments, the Boys & Girls Club, and Vilas Zoo.

I plan bike routes with a service called RideWithGPS (RWGPS) and so I tried my hand at creating an option for bus route O. It's modeled after 4C but I believe it's slightly shorter and covers more sites. I

occasionally take the 13 to the Enterprise Rent-a-Car on the beltline and I'm the *only* one on the bus, so even though running the bus there would personally benefit me, I removed that section.

It's 7 miles (approximately 23 minutes in a car) and Fish Hatchery via Badger could be added at the cost of one more mile (and an additional 3 minutes). I am not a transportation planner so this may be impossible and probably at least needs to be tweaked.

I hope you will consider this option. It's here in two formats, RWGPS and Google maps:

* RWGPS: <https://ridewithgps.com/routes/38737184>

* Google maps: <https://goo.gl/maps/KmjRJC1Q4CXB2mFW6>

Please let me know what you think of it!

-- jim

From: [Jim Winkle](#)
To: [Cechvala, Michael](#); [Metro Redesign](#)
Cc: [Evers, Tag](#)
Subject: Re: South Madison Loop to Capitol Square option
Date: Monday, March 28, 2022 12:33:38 PM
Attachments: [image001.png](#)

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

Great, thanks Michael!

Good to know that a two-way is more desirable than a loop for my blossoming career in bus route design. :) For biking, it's always nicer to go in a loop.

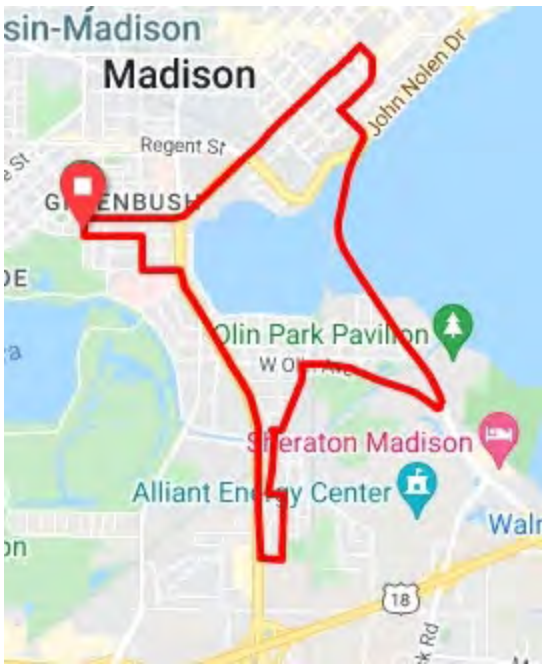
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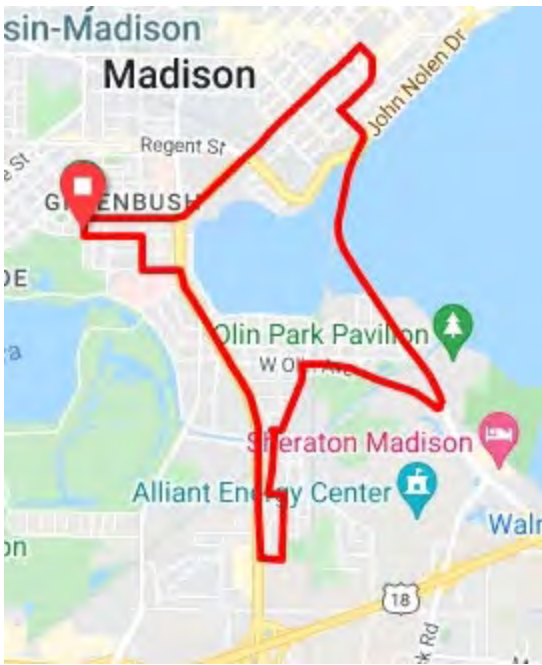
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From: [Cechvala, Michael](#)
To: [Metro Redesign](#)
Subject: FW: Form submission from: Contact the Mayor
Date: Monday, March 28, 2022 1:54:41 PM

For the record

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

-----Original Message-----

From: Sanon, Reuben A <RSanon@cityofmadison.com>
Sent: Monday, March 28, 2022 9:59 AM
To: URBAN ASSETS LLC <melissa@urbanassetsconsulting.com>; Cechvala, Michael <MCechvala@cityofmadison.com>
Subject: FW: Form submission from: Contact the Mayor

I responded but wanted you to have their feedback. I think the D2 line addresses their issues so I'm a little confused if she is misunderstanding the map.

RS

Reuben Sanon (He, Him, His)
Deputy Mayor City of Madison
Room 403, City-County Building
210 Martin Luther King Jr. Blvd.
Madison, Wisconsin 53703
Desk Phone: 608-261-9837

-----Original Message-----

From: Mayor <Mayor@cityofmadison.com>
Sent: Friday, March 11, 2022 8:05 AM
To: Sanon, Reuben A <RSanon@cityofmadison.com>
Subject: FW: Form submission from: Contact the Mayor

Diana

-----Original Message-----

From: noreply@cityofmadison.com <noreply@cityofmadison.com>
Sent: Thursday, March 10, 2022 7:58 PM
To: Mayor <Mayor@cityofmadison.com>
Subject: Form submission from: Contact the Mayor

Submitted on Thursday, March 10, 2022 - 7:57pm

==Contact==

Name: Lu Ann Mueller
Address: 1902 Londonderry Drive, 202, Madison, WI, 53704

Home Phone:

Work Phone:

Email: one-shining@rocketmail.com

Message:

This is a copy of an e-mail I sent to district 12 & 18 alders:

Dear Alder person for District 12 & 18,

I tried to attend the neighborhood meeting on the draft network redesign plan with Madison Metro that affects District 12 & 18. But once again Metro is not taking their customers needs into consideration. I could not join via zoom on my computer because I only have a 32 bit which doesn't even support using zoom through the browser. So I tried using my cell phone to join but I need a pass code if I join zoom that way it requires one, lots of people do not have computers and depend heavily on their cell phones. Then I tried joining by phone and of course I could not see the presentation. So Metro is failing their ridership again! I don't think that they wanted people at this meeting.

I feel that the removal of the bus stop on the Northeast corner of Dryden and Londonderry as well as the bus stop just down from the Southeast corner of Northport and Dryden (which are two of the three most high use stops on the 21 route) is a direct attack on the poor, minorities, elderly, and disabled as well as all the people trying to get to and from the UW Health Northeast Family Medical Center and the River food pantry.

Dozens of school aged children pick up the bus on the Northeast corner of Dryden and Northport and on the bus stop in front of the McDonald's restaurant. If they have to walk several blocks further to pick up a bus to get to school I think many of them are just not going to bother. More than 75% of these kids are minority students. And in the evening most of the kids get off at the stop on the Northeast corner of Northport and Dryden, in front of the car parts store.

Madison Metro has attacked this neighborhood before on this issue and were met with extreme opposition, now this is the second time these two stops have come under fire nothing has changed in regards to the neighborhood reaction. I take the city bus everywhere in Madison I don't know how to drive I'm 64 and permanently disabled. I can't walk and extra four blocks to catch a bus, that's just wrong on so many levels. I believe if those bus stops close the demand for Para Transit will go up, that is not a good thing!

I don't understand why two of the three most highly used bus stops on route 21 would be removed. Can you please stop this from happening. I'm sure Metro would say that they want to make the route more time efficient. I've been taking the 21 route for 13 years drivers can make the loop in 23 minutes in bad weather with heavy traffic. Which means they have at least 5 minutes or more to wait at the North Transfer point. That's if they don't stop at the convenience stores on Northport and Packers avenue. There are restrooms for the drivers to use at the transfer points. Time is not the issue, nor is the amount of space on

Londonderry which could be made into no parking on one side or both sides of the street. And gauging the use of these bus stops against the use of the buses during the Pandemic is completely inappropriate. An attack by Madison Metro bus on the poor and minorities is the issue.

I'm sorry I'm just so upset about having to fight for this again! It is not fair to the people in these neighborhoods who depend on the city bus for everything, to have the extra burden of walking an additional four blocks to a bus stop. I live near Londonderry and Dryden it's bad enough I have to take two buses to get to Sherman avenue United Methodist at 3705 Sherman avenue to vote. I really do appreciate your time and consideration in this matter and making it through my rant. I've been taking Madison Metro bus since 1983 and I have not seen it improve over the years, it is so out of touch with the ridership.

I wish you and your loved ones the best, thank you again,
Sincerely,
Lu Ann Mueller

From: [Square](#)
Subject: A customer has requested a refund of \$892.34.
Date: Tuesday, March 29, 2022 8:04:51 AM

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



A customer has requested a refund of \$892.34.

Hello ,

A customer has requested a refund for \$892.34. They've filed a claim with their bank and the bank has reached out to us.

Visit your online [Square Dashboard](#) to check the status of the refund and send a refund receipt to your customer. To send a refund receipt from this page, click **Send Receipt**.

[Click here to check the status of this refund >](#)

When a customer requests a refund, Square immediately deducts the refund amount from your Square balance (funds from sales that are awaiting deposit). If your Square balance doesn't have sufficient funds to cover the refund amount, your linked bank account will be debited to process the refund.

For more information on how refunds work with Square, please visit our Support Center.

[SUPPORT CENTER](#)

Thanks,

[The Square Team](#)

© 2020 SQUARE, INC. ALL RIGHTS RESERVED.

1455 MARKET STREET, SUITE 600
SAN FRANCISCO, CA 94103



From: [Martin Knapp-Cordes](#)
To: [Metro Redesign](#)
Cc: [Martin Knapp-Cordes](#)
Subject: Question: How the splitting of routes work
Date: Tuesday, March 29, 2022 7:02:15 PM

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

Hello,

My wife and I are heavy users of MetroBus because we don't own a car.

We live on West Main St in Madison.

I have started to look at your redesign.

I simply need to understand how the splitting of routes works.

For example, let's take route D.

At Odana and Midvale it splits into D1 and D2.

Now according to page 22 of the draft plan that is not a key transfer point.

This implies that each D is really either a D1 or a D2. So when I pick up the bus on University Avenue to go to the West YMCA the D buses will say either D1 or D2. Hence, if I need to continue onto D1 I have to wait for a bus that says D1 which is really every 1/2 hour, not every 15 minutes.

Is this correct?

Sincerely,
Martin Knapp-Cordes

--

615 W Main St Apt 210
Madison, WI 53703
martin.knappcordes@gmail.com
608 630-9088 (Landline)
608 999-1796 (Cell)

From: [Naomi Kowles](#)
To: [Cechvala, Michael](#)
Cc: [Metro Redesign](#)
Subject: Time sensitive: WISC-TV Interview Request
Date: Wednesday, March 30, 2022 8:32:19 AM

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

Good morning,

I'm reaching out hoping you could be available for an interview today addressing some community concerns about the metro redesign routes unveiled earlier this year.

I'm interviewing community members on Madison's north side this morning, who are concerned that the redesign's fewer routes will leave older and disabled folks with much longer walks instead of a ride to key places like their neighborhood grocery store. This is a concern I know some on the south side have as well.

Would you be available for a few minutes today to review some of the city's perspective in why they're aiming for fewer routes and higher -frequency rides--as well as cover any ways the city is working on to address their concerns while also sticking with the original intentions of the redesign?

Thank you,

Naomi Kowles
WISC-TV Lead Investigator
Host: For the Record
Cell/Signal: 608-347-5381

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From: [Ken Rosenberg](#)
To: [Metro Redesign](#)
Subject: bus options regarding my commute with network redesign
Date: Wednesday, March 30, 2022 7:12:17 PM

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Hello,

I was wondering what my options would be for my daily commute with the new network design. I was told that we could send our start and end locations and would be given an idea of the route options.

I commute daily from 5117 Tokay Blvd and arrive at 2 E. Main Street, arriving by 8 AM.

I then leave after 4:50 PM from 2 E. Mifflin St and arrive at 5117 Tokay Blvd.

I am concerned that the new network redesign may cause my commute to me much less efficient and difficult to arrive to work and return at the end of the day.

Please let me know what my options may be and if there may be options to address my concerns.

Thank you!

Ken Rosenberg
5117 Tokay Blvd Ste B
Madison, WI 53711

From: [John Pistotnik](#)
To: [Metro Redesign](#)
Subject: Redesign
Date: Thursday, March 31, 2022 12:06:45 AM

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

Hello, I am a Metro Driver for the past 21 years . I have been studying the Redesign map that was here at Metro last week. I am very concerned. Number one, it was suppose to be easier to understand Than the current system. I think it's not. Number two, 15 minute service on Packers ave and 30 on Sherman ave is going to upset quite a few. You see right now the 2 Rt gets you down town in about 10 minutes. But that change your proposing means you have to change bus at First st. Wait for the A or B. That's really bad.

No bus going to Pick and Save off of Aberg is really bad. Food security for these neighborhoods should be a priority.

I do think getting rid of the Transfer points is great Bc it's an old antiquated idea. I also understand there are always winners and losers with a big project, but some of this is glaringly bad.

Thank you

John Pistotnik

Sent from my iPhone

From: spam-digest@cityofmadison.com
To: [Metro Redesign](#)
Subject: End User Digest: 1 New Message
Date: Thursday, March 31, 2022 9:54:20 AM



**End User Digest: 1 New Message
For MetroRedesign@cityofmadison.com**

The messages in your personal Digest represent emails that have been filtered and sorted into different categories, giving you an opportunity to take action on them. Click the link in the Subject column to view the message.

[Request New End User Digest](#) [Request Safe/Blocked Senders List](#) [Manage My Account](#)

The emails listed in this section have been placed in your personal Quarantine. Click Release to deliver the email to your inbox. To continue to receive future emails from the sender, click Allow Sender. To report messages that are not spam but are included in the Spam - Quarantined section, click Not Spam.

Spam - Quarantined		
From	Subject	Action
sofia@jmseasonhouse.com	To metroredesign/Homedepot Supplier Capacity Sharing Program	Release Release and Allow Sender Block Sender

For more information contact your System Administrator.

From: [Rusch, Mick](#)
To: [Metro Redesign](#)
Subject: FW: Proposed new routes in Fitchburg
Date: Thursday, March 31, 2022 9:55:37 AM

I replied back to Jim, who is a blind rider. But, for the record, please see his comments below on redesign stops in Fitchburg.

From: Jim Denham
Sent: Wednesday, March 30, 2022 4:21 PM
To: Rusch, Mick
Subject: Proposed new routes in Fitchburg

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

Mick:

Thanks again for speaking at our NFB of Dane County meeting last week. I appreciated the information you were able to share about the proposed new Metro routes. I wanted to provide you with some specific feedback regarding the stop I currently use here in Fitchburg. I live on Prairie Edge Way. I use a stop which is located near the intersection of Prairie Edge Way and Mickelson. I think the transit maps call this Mickelson and Walkway as it is near the entrance of McKee Farms Park. This stop allows me to catch the Rout 49 during rush hour, which is how I get to and from work. I understand that the Route 59 also serves this stop and is used by a lot of individuals who are coming to the park in the Summer.

It is my understanding that the proposed new route would eliminate this stop and require me to travel quite a distance to reach the closest stop. As many of the nearby intersections are not pedestrian friendly, this would make catching a fixed route bus quite difficult. Moving this stop would also dramatically impact individuals who travel to the park for numerous concerts and other activities.

I am wondering if there is any way to amend the proposed routes to and change the elimination of this stop. I understand that Mickelson is a bit of a side street and you are looking to avoid buses traveling on these smaller streets, but with the lack of good intersection control and this particular stop being used by a fair number of park attendees, I believe making this small change would benefit all involved.

Please let me know your thoughts.

Thanks again for your willingness to speak to the group and answer specific questions around these important issues.

Jim

Jim Denham, ATACP
Access Technology Specialist

[JAWS & ZoomText Certified](#)

Wisconsin Council of the Blind & Visually Impaired

754 Williamson St.

Madison, WI 53703

Phone: (608) 237-8104

Email: jdenham@wcblind.org

Web: <http://wcblind.org>

Advocacy Days, April 19-21, is an opportunity to learn about the Council's legislative priorities and gain the confidence to become an effective advocate on issues that affect people in Wisconsin who are blind or visually impaired. [Sign up today!](#)

From: [Rusch, Mick](#)
To: [Lisa Veldran](#); [Metro Redesign](#)
Subject: RE: Transit Network Redesign Community Meetings
Date: Thursday, March 31, 2022 11:56:47 AM

Hi Lisa, we just got that one scheduled. It's now on our website, and we'll start pushing that date out in our marketing notices.

Here's the link:

https://cityofmadison.zoom.us/meeting/register/tZAudOmgrjgrHNJDVROG0YrZ21_qRlpc4zI

Mick

From: Lisa Veldran
Sent: Monday, March 21, 2022 4:00 PM
To: Metro Redesign
Subject: Transit Network Redesign Community Meetings

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

Is there any reason you are not having a community meeting for the residents of the southwest side of Madison (Raymond, S. Whitney Way, McKenna, Gilbert - old District 20)?
You have had (or having) several meetings around our area but not any for the residents here and how they will be affected.

Thanks!

Lisa Veldran

Email Address: lveldran@yahoo.com

Home Phone - 608.271.0722

5738 Kroncke Drive

Madison WI 53711

From: [Susan Schueneman](#)
To: [Metro Redesign](#)
Subject: Watching on-line meeting for Middleton helped clear up misconceptions
Date: Thursday, March 31, 2022 1:52:53 PM

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

Hi,

I wanted to thank you for providing the videos of the informational meeting held for the metro riders in Middleton. Despite reading articles in the newspaper and looking at the maps and your on-line information regarding the re-design, I still had a major misunderstanding of the new service. I know having spoken to other bus riders, that others have the same misunderstanding.

From the maps, it looked like route F ended at Sheboygan all of the time, and then didn't run at all after 8 pm, or on weekends. I and many others thought we would have to take F, and then change to the rapid transit bus to get to work at the university or downtown.

After watching the meeting video, I now understand that route F will run through Middleton to the capital and back weekdays from 6 am -8 pm. There will be no need to change buses to get to the university. After 8 pm until about midnight, route F will run every half hour through Middleton, and end at Sheboygan. There riders can get on the rapid transit. Likewise, to return from the university to Middleton after 8, riders will take the rapid transit line A to Sheboygan, and then get on F. On weekends, riders will take route F to Sheboygan to than the rapid transit line A to get downtown.

Now that I understand this, I highly support the redesign. It will be more frequent and allow access to more places.

May I suggest that you include a paragraph summary explaining the changes, similar to what I wrote above. This may help clear up some of the confusion that exists.

Kind regards,

Susan Schueneman

From: [Rusch, Mick](#)
To: [Metro Redesign](#)
Subject: Redesign feedback - Middleton
Date: Thursday, March 31, 2022 3:31:20 PM

From: Cleveland, Julie
Sent: Thursday, March 31, 2022 3:30 PM
To: Metro Customer Service
Subject: Phone message

Good Afternoon,

I just received a call on our main Planning line regarding the proposed Metro changes, so I'm passing along his comments. I did also transfer the call to your 4466 number.

Russ Winter

Lives on Lisa Lane in Middleton. Would like to see more bus stops in his area as there are tons of residents and almost no bus stops currently.

608.338.3568

Best,

Julie



Julie Cleveland she/her/hers

****Working in office Monday & Tuesday; working remotely Wednesday-Friday – EMAIL IS BEST****

DPCED – Planning Division

215 Martin Luther King, Jr. Blvd., Ste. 017

Madison, WI 53703

jcleveland@cityofmadison.com

In consultation with Public Health of Madison and Dane County, the Madison Municipal Building will be reopened to the public on July 6, 2021. Many Planning Division employees will continue to work remotely part-time, continuing to provide customer service in virtual meetings, and will be available for in-person meetings by appointment only. For general Planning assistance, or to find out the best contact for making an appointment, please call (608) 266-4635.

Please view all impacts to City services on the City's [COVID-19 website](#)

From: [aaron.gall](#)
To: [Metro Redesign](#)
Subject: Route X Peak Hours
Date: Thursday, March 31, 2022 8:32:22 PM

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

Hi,

I viewed the proposed route X for the new CityBus network plan. I am wondering what would be considered the "peak hours" for this new route?

Thank you,
Aaron Gall

From: [Figueroa Cole, Yvette](#)
To: [Jackie Bastyr Cooper](#); [Metro Redesign](#)
Cc: [Theresa K](#); [Carter, Sheri](#)
Subject: Re: Second Metro Transit Network Redesign Meeting - Thursday, April 7th
Date: Friday, April 1, 2022 12:32:10 PM

Hi Jackie!

Thank you for your email and participation! There is no doubt in my mind that staff is looking at every input that has been presented in a detailed and equitable way. The new routes open the opportunity to new users that for years have been neglected. My interactions with the redesign team will continue, I have included them in this email for them to further review.

However, at the end of the day our goal collectively is to serve as many people as possible across the city without disturbing current users. In order to do so, I am focus on advocating for a budget that focuses on people's basic needs such as transportation. The 2023 budget season is upon us and we will need community involvement to advocate and support for funding reallocations to support additional services.

Thanks again! Yvette

Alder Yvette Figueroa Cole (she/her/hers)
District 10 - Madison Common Council
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[Interactive map of new boundaries](#)

From: Carter, Sheri
Sent: Friday, April 1, 2022 9:30 AM
To: Jackie Bastyr Cooper
Cc: Figueroa Cole, Yvette; Theresa K
Subject: Re: Second Metro Transit Network Redesign Meeting - Thursday, April 7th

Good Morning Jackie,

I am continuing to advocate for residents in the South Madison area for a more equitable network with the voices of the residents echoing the same concerns. Approximately, sixty percent of the residents in South Madison are use transit as the primary mode of travel; they deserve to have their voices heard. Thank you for your engagement and detailed concerns.

Alder Sheri Carter

District 14 - Madison Common Council

(C) 608-698-6027 - **E-mail:** district14@cityofmadison.com - **Website:**

www.cityofmadison.com/council/district14

Common Council Office: 608-266-4071

From: Jackie Bastyr Cooper

Sent: Friday, April 1, 2022 8:26 AM

To: Carter, Sheri

Cc: Figueroa Cole, Yannette; Theresa K

Subject: RE: Second Metro Transit Network Redesign Meeting - Thursday, April 7th

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

Hi Sheri,

Thank you for sharing this information. I see from the survey that the South side is still not being considered when it comes to transportation improvements (i.e. Arbor Hills – district 14, and Beltline Frontage/Allied Drive/Seminole Hwy – district 10). I have completed the survey (again!), but I don't know that Metro will listen. The design is clearly for COMMUTERS and not those who actually depend on bus service as their primary/only mode of transportation (seniors, students, single-vehicle households, lower-income residents).

I would ask both you and Yannette to look at what is required for someone living in the following areas to get to a job on campus or near the capital, including the TIME required from home to destination and the DISTANCE someone has to walk to get to new bus stop (and please look at it from the perspective of: seniors, students, single-vehicle households, lower-income residents). For reference, for options 1 and 2 the pre-covid Route 19 was DIRECT bus service – no transfers. Approximately 30 minutes total travel time from Allied Drive to the Capital. For options 3 and 4 the current Route 40, via the South Transfer Point and Route 5, gets people to the capital in about 40 minutes (with limited walking, unless you work on the West end of campus, then it is hike as the bus turns right on Johnson from Park).

1. Allied Drive
2. Neighborhood near the Badger Tavern
3. Arbor Hills
4. Apartments on Leopold Way

Thank you,

Jackie

Arbor Hills Resident

Pre-Covid Metro daily rider

(I would drive and park to take either the 19 or 58 bus as the bus from Arbor Hills was not convenient for my campus location)

From: Carter, Sheri

Sent: Thursday, March 31, 2022 11:41 PM

To: Carter, Sheri

Subject: Second Metro Transit Network Redesign Meeting - Thursday, April 7th

Good Afternoon,

Just a reminder the **Second** Metro Transit Network meeting for District 14 and District 13 will be held on **Thursday, April 7th at 6 PM**

Learn how the draft network redesign plan affects South Side residents. Join the discussion!

- [Register Virtual Meeting Online](#)
- [Take the Survey Online](#)
- *Survey also available at Goodman South Madison Library and Catholic Multicultural Center (CMC)*

Alder Sheri Carter

District 14 - Madison Common Council

(C) 608-698-6027 - **E-mail:** district14@cityofmadison.com - **Website:**

www.cityofmadison.com/council/district14

Common Council Office: 608-266-4071

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From: [Liz Wessel](#)
To: [Metro Redesign](#)
Subject: Request to see comments on the Redesign
Date: Friday, April 1, 2022 4:15:57 PM

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

Good afternoon.

We have been working on the Madison Metro Redesign. We would like to see/read all of the comments that have been received during the comment period on the current proposal for which neighborhood meetings are being held. Please let me know how this can happen.

Thank you for your help.

Liz

Liz Wessel
pronouns: she, her, hers
Sierra Club Four Lakes Group
www.sierraclub.org/wisconsin/four-lakes
608.238.9934

From: [Jon Becker](#)
To: [BRT marketing group](#); [Metro Redesign](#); [Transportation Policy Board](#)
Cc: [Jon Becker](#)
Subject: reduction in Madison College on-campus classes and enrollment: implications for proposed BRT jughandle and Metro service?
Date: Friday, April 1, 2022 7:29:47 PM

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

Hello

Ever since the start of the BRT design, I've expressed concern about the efficacy of the proposed jughandle, as a solution to the important transit service needs of Madison College-Truax. I'm aware that MC pays Metro a significant partner fee.

I've asked if a shuttle between MC-Truax and a BRT stop on E Washington would be a better solution. I've wondered how staff claims of the jug handle's time-savings were determined. I've noted that Truax's very large remote parking lot off Wright St has been empty since the pandemic began.

Staff has communicated that they remain confident in their recommendation of the BRT jughandle, and Alder Abbas has been in the loop on these communication. In response, I've asked staff to share relevant time studies, ridership data, and staff analyses with the public.

Best, Jon

https://www.theonlineclarion.com/news/2022/03/01/shuttle-running-again/?fbclid=IwAR1Wk9zXfDxS3b4rdIN8zn3_2NnP8i08C5ru5nBMTpC7SK2WvBwB9b5VaYM

EXCERPT

You don't have nearly as many in-person, on campus classes as you used to have pre-pandemic," Dahlke acknowledged. "I estimated they would have just a fraction of the ridership and, so far, that is the case." [Jackie Dahlke, the Transportation Program Analyst for Madison College]

From: [Jon Becker](#)
To: [BRT marketing group](#); [Metro Redesign](#); [Transportation Policy Board](#)
Cc: [Jon Becker](#)
Subject: reduction in Madison College on-campus classes and enrollment: implications for proposed BRT jughandle and Metro service?
Date: Friday, April 1, 2022 7:29:48 PM

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From: [Jim Siebers](#)
To: [Metro Redesign](#); [Myadze, Charles](#); [Abbas, Syed](#)
Subject: metro bus redesign
Date: Saturday, April 2, 2022 3:15:38 PM

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

Good Afternoon,

I live on burning wood way in the cherokee park neighborhood.

Just a quick note to say I am fine with the proposed redesign. Nothing this big can be perfect and meet 100% of everyone's needs and still be cost effective and efficient.

Regards.

Jim Siebers

From: [Figueroa Cole, Yvette](#)
To: [Metro Redesign](#)
Subject: Fw: Vote against Amendment 7 for transit network redesign
Date: Saturday, April 2, 2022 4:01:09 PM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)

From: Figueroa Cole, Yvette
Sent: Saturday, April 2, 2022 4:00 PM
To: Sonia Dubielzig Haeckel
Cc: joemaldonado06@gmail.com
Subject: Re: Vote against Amendment 7 for transit network redesign
Hello Sonia!

Thank you for your email! I appreciate your input and concerns, to be fully transparent it took me a while to appreciate the changes Metro is proposing. D2 route covers Allied and provide access to Hyvee and Target in Fitchburg and access to connect to the BRT route. We share the same sentiment on regards to entitlement, it really angers me too. But in this case, the changes to D2 provide us access to Monroe Street businesses and Campus Drive.

It will be difficult for me to oppose the change as it currently stands.

Thanks,

Yvette

Alder Yvette Figueroa Cole (she/her/hers)
District 10 - Madison Common Council
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From: Sonia Dubielzig Haeckel
Date: April 1, 2022 at 11:22:49 PM CDT
To: yfcole1@gmail.com, Joe Maldonado
Subject: **Vote against Amendment 7 for transit network redesign**

Hi Yvette,

I attended Fitchburg's meeting this week on the transit network redesign being proposed for Madison Metro. I worked as a transit planner for 7 years (prior to my current job), so I have strong feelings about transit. Here's how I understand how the metro redesign process has occurred, with respect to the southwest corner of the City:

Part 1: Original Transit Network, as proposed by consultants

The map below shows the original transit network that the consultant team designed for our area. Take a look at how there is a route (E) that goes straight north/south down Midvale Blvd and would connect to the planned Bus Rapid Transit line near Hilldale. Red lines mean buses come every 15 minutes. Blue lines mean buses come every 30 minutes:



Part 2: Proposed Transit Network Redesign

The City of Madison transit planner said at the meeting that "people in our neighborhood" (??) complained about the Route E/Midvale Blvd route, because "they wanted a faster trip to downtown". So now the revised transit network that is being proposed doesn't have that north-south connection on Midvale Boulevard to the Bus Rapid Transit line. I think that would have been better, but at least allied/dunn's marsh residents going north on Route D2 would still be able to transfer at Midvale and Odana to a different route (Route D1). And I really like how route D2 would go down Allied Drive and connect to the HyVee/Super Target area. Again, blue lines mean buses every 30 minutes, red lines mean buses every 15 minutes:



Part 3: Proposed Amendment 7

However, apparently the route D2 down Odana wasn't fast enough for some folks. There is now an amendment to the redesign plan under consideration that would basically push even more trips downtown and make it inconvenient for everyone else on the D2 route:



When I look at this amendment 7, it pisses me off. I don't know what is actually happening, but I am assuming that a bunch of Nakoma residents who want to commute downtown are arguing for a bus route that will benefit them, at the expense of everyone else. I have attended a lot of public meetings in Madison over the years, and I see this same public process playing out: privileged people who have time on their hands fighting for the option that best benefits them, without consideration of the needs of everyone else. Am I imagining this?

Anyway, since you are the alder for this part of the City of Madison and--if I am correct about my assumptions, you are getting pressure from your constituents--I wanted you to get this alternate perspective from me. I think the route going straight north-south on Midvale would have been best for the people who use transit, but don't commute downtown.

Thanks for your time,

Sonia Haeckel
(Fitchburg resident)
4502 Pawnee pass

From: lorenzovillanova@charter.net
To: [Metro Redesign](#)
Cc: [Benford, Brian](#); [Foster, Grant](#); [Abbas, Syed](#)
Subject: Metro Redesign Amendments 3A, 3B & 3C No C/D Crossover
Date: Sunday, April 3, 2022 7:44:28 PM

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

Hello,

I reviewed the new redesign plans a few weeks ago and interpreted them the best I could. I called the general Metro number and asked some questions, but the person didn't seem to know much about specifics. I asked to be transferred to someone more knowledgeable about the redesign and got the voicemail of Tim Sobota with a message that I had specific questions about the Metro redesign and to please call me back. I never received a call back. My concerns were whether I could get to two locations I need to access occasionally. One was the UW Hospital/Clinics and the other was the airport. I live at 1618 Jenifer St, one block east of the Yahara River. I do not drive. Given the redesign map provided, it appeared that I could catch every other D Route bus heading east (D2) and go straight to the airport. That pleased me greatly, but I was trying to verify it with my call. It also appeared to me that I could walk an additional block or so to catch a C Route bus near the intersection of Winnebago and First St and go straight to UW Hospital. Again, I was unable to verify that because I received no response to my call. I wasn't too upset because I was fairly confident that my interpretation was correct.

Unfortunately, I received a copy of Alder Foster's blog today and he indicated there were three possible amendments now in the works, all of which removed the First St connector. Why? There was an implication that the amendments were in response to feedback the staff received on the redesign, but I find it hard to believe that a large group of people indicated that they just couldn't abide that horrible First St connector that connected the south part of the near-east side with the north side. Is it all about the Benjamins? I did see there were savings involved in each of those amendments. What did seem very clear to me was that I would have to walk a substantial distance across busy, dangerous E Washington Ave over to Johnson St and First to get a bus to the airport. I couldn't see more than a small part of the map in the examples, but I couldn't see anywhere I could transfer to get there. It very much seemed like a case of can't get there from here. In fact, this is from Metro's website:

"Connections between the East and North sides would be more difficult without Route D2 meeting Route C on First St." Difficult seems to be quite an understatement.

Currently, I need to transfer at the North Transfer Point to reach the airport, which isn't ideal, but much better than what these amendments propose. It seems to me that the redesign generally sacrifices local service locations and definitely creates longer walks for many bus riders (particularly a hardship for seniors like myself). These amendments would make that considerably worse for me and I'm sure many others. Again, please explain to me why these amendments are necessary. And (please be honest) are these amendments now heavily favored by staff and pretty much a done deal? I thought the First St connector was pretty good idea when I saw it. Somebody there must have thought the same thing or it would never have made the draft. **Please** keep that connector and its options for transfer at First St in the

plan as they currently are. I would very much appreciate a response to this email by the afternoon of Monday 4/4. Thanks much for your consideration and prompt reply.

Larry Jensen

1618 Jenifer St



Virus-free. www.avg.com

From: lorenzovillanova@charter.net
To: [Metro Redesign](#)
Cc: [Benford, Brian](#); [Foster, Grant](#); [Abbas, Syed](#)
Subject: Metro Redesign Amendments 3A, 3B & 3C No C/D Crossover
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Hello,

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Unfortunately, I received a copy of Alder Foster's blog today and he indicated there were three possible amendments now in the works, all of which removed the First St connector. Why? There was an implication that the amendments were in response to feedback the staff received on the redesign, but I find it hard to believe that a large group of people indicated that they just couldn't abide that horrible First St connector that connected the south part of the near-east side with the north side. Is it all about the Benjamins? I did see there were savings involved in each of those amendments. What did seem very clear to me was that I would have to walk a substantial distance across busy, dangerous E Washington Ave over to Johnson St and First to get a bus to the airport. I couldn't see more than a small part of the map in the examples, but I couldn't see anywhere I could transfer to get there. It very much seemed like a case of can't get there from here. In fact, this is from Metro's website:

"Connections between the East and North sides would be more difficult without Route D2 meeting Route C on First St." Difficult seems to be quite an understatement.

Currently, I need to transfer at the North Transfer Point to reach the airport, which isn't ideal, but much better than what these amendments propose. It seems to me that the redesign generally sacrifices local service locations and definitely creates longer walks for many bus riders (particularly a hardship for seniors like myself). These amendments would make that considerably worse for me and I'm sure many others. Again, please explain to me why these amendments are necessary. And (please be honest) are these amendments now heavily favored by staff and pretty much a done deal? I thought the First St connector was pretty good idea when I saw it. Somebody there must have thought the same thing or it would never have made the draft. **Please** keep that connector and its options for transfer at First St in the

plan as they currently are. I would very much appreciate a response to this email by the afternoon of Monday 4/4. Thanks much for your consideration and prompt reply.

Larry Jensen

1618 Jenifer St



Virus-free. www.avg.com

From: lorenzovillanova@charter.net
To: [Metro Redesign](#)
Cc: [Benford, Brian](#); [Foster, Grant](#); [Abbas, Syed](#)
Subject: Metro Redesign Amendments 3A, 3B & 3C No C/D Crossover
Date: Sunday, April 3, 2022 7:44:28 PM

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

Hello,

I reviewed the new redesign plans a few weeks ago and interpreted them the best I could. I called the general Metro number and asked some questions, but the person didn't seem to know much about specifics. I asked to be transferred to someone more knowledgeable about the redesign and got the voicemail of Tim Sobota with a message that I had specific questions about the Metro redesign and to please call me back. I never received a call back. My concerns were whether I could get to two locations I need to access occasionally. One was the UW Hospital/Clinics and the other was the airport. I live at 1618 Jenifer St, one block east of the Yahara River. I do not drive. Given the redesign map provided, it appeared that I could catch every other D Route bus heading east (D2) and go straight to the airport. That pleased me greatly, but I was trying to verify it with my call. It also appeared to me that I could walk an additional block or so to catch a C Route bus near the intersection of Winnebago and First St and go straight to UW Hospital. Again, I was unable to verify that because I received no response to my call. I wasn't too upset because I was fairly confident that my interpretation was correct.

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Larry Jensen

1618 Jenifer St



Virus-free. www.avg.com

From: [Chris Yuen](#)
To: prvs=709357cf48=metroredesign@cityofmadison.com
Subject: No longer with JWA Re: Metro Redesign Amendments 3A, 3B & 3C No C/D Crossover
Date: Sunday, April 3, 2022 7:44:33 PM

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

As of the end of April 1, 2022, I am no longer working with Jarrett Walker + Associates. Please contact Gavin Pritchard at gavin@jarrettwalker.com for assistance in my absence.

--

Chris Yuen
Senior Associate
971-319-3168
www.jarrettwalker.com

From: [Richard Doty](#)
To: [Metro Redesign](#)
Subject: Re: Question on service
Date: Monday, April 4, 2022 7:19:37 AM

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

Never received an answer to my question?

Thanks,

Sent from my iPhone

> On Mar 23, 2022, at 6:52 PM, Richard Doty <rich.doty@icloud.com> wrote:

>

> It is difficult to follow the proposed routes without a simulator, currently I use the bus on weekdays on Route 6 in the morning starting at Tokay and segoe and getting off downtown at main and after work from E Washington and Webster to tokay and segoe. What new service covers this and what would the ride time be each way.

>

> Respectfully,

> Rich Doty

>

> Sent from my iPhone

From: [Kim Owens](#)
To: [Cechvala, Michael](#); [Rusch, Mick](#); [Metro Redesign](#)
Cc: [Susan De Vos](#)
Subject: Northside Travel Time without our #21 bus service
Date: Monday, April 4, 2022 9:55:52 AM

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

Mike,

The #21 bus serves the Sherman Village and Whitetail Ridge neighborhoods on Madison's northside. Currently from almost any location in these neighborhoods and closeby areas the walking time to the # 21 bus stops along Sherman, Delaware, N. Sherman, Tennyson and Packers requires a walking distance of less than 1/2 mile. Often the walking distance is even less. If the only option these riders have is to walk to Northport Avenue to ride Route B on the proposed draft plan the required walking time would always be more than 1/2 mile and even more than 1 mile from many locations.

If most of the #21 route were still served by our buses then this would solve the problem of the excessive required walking time. There is also the benefit that these areas are already familiar with and used to bus traffic on these same streets the #21 bus currently uses.

I also propose that if Madison Metro does not feel that buses on Londonderry Drive are not practical due to the layout of Londonderry as well as the heavy parking along both sides of the street then we could opt to eliminate enough of the street parking, currently on both sides of the street, where the buses turn from Packers onto Londonderry in order to make it easier and safer for the bus drivers. If that is not acceptable then I propose that we consider the #21 buses still follow Tennyson and Packers as they currently are but instead of turning right onto Londonderry they turn right onto Shelley Lane and then left onto Dryden Drive which then intersects with Packers. With this adjustment the Seniors and Disabled would only need to make a short and safe crossing of Dryden to board the bus. They would not need to attempt to navigate the dangerous incline from Londonderry to Packers.

Can't this be incorporated as a frequent 30 minute extension which exists in the current draft as well as have been added to other areas of the city as amendments. You did say: "We are still in listening mode". We do hope and pray that you are.

As well, keeping more than simply peak hour service on Sherman Avenue south of Northport needs to be discussed.

Thank you,

Kim Owens
608-467-8289

From: spam-digest@cityofmadison.com
To: [Metro Redesign](#)
Subject: End User Digest: 3 New Messages
Date: Monday, April 4, 2022 9:56:00 AM



**End User Digest: 3 New Messages
For MetroRedesign@cityofmadison.com**

The messages in your personal Digest represent emails that have been filtered and sorted into different categories, giving you an opportunity to take action on them. Click the link in the Subject column to view the message.

[Request New End User Digest](#) [Request Safe/Blocked Senders List](#) [Manage My Account](#)

The emails listed in this section have been placed in your personal Quarantine. Click Release to deliver the email to your inbox. To continue to receive future emails from the sender, click Allow Sender. To report messages that are not spam but are included in the Spam - Quarantined section, click Not Spam.

Spam - Quarantined		
From	Subject	Action
lindabensonnurse@gmail.com	hello	Release Release and Allow Sender Block Sender
svenrogers2000@gmail.com	Investment Opportunity!	Release Release and Allow Sender Block Sender
libertymwn@gmail.com	Order request	Release Release and Allow Sender Block Sender

For more information contact your System Administrator.

From: [Kim Owens](#)
To: [Cechvala, Michael](#); [Rusch, Mick](#); [Metro Redesign](#)
Subject: Re: Northside Travel Time without our #21 bus service
Date: Monday, April 4, 2022 10:11:55 AM

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

To correct myself, if the buses served Dryden at Londonderry after serving Packers and now Shelley Lane then the senior, disabled persons would not have the difficulties faced when trying to safely navigate the steep incline from Northport to Londonderry rather than from Packers as I first indicated.
Thanks, Kim Owens

On Mon, Apr 4, 2022 at 10:00 AM Kim Owens <kimo0303q@gmail.com> wrote:

Mike,

The #21 bus serves the Sherman Village and Whitetail Ridge neighborhoods on Madison's northside. Currently from almost any location in these neighborhoods and closeby areas the walking time to the # 21 bus stops along Sherman, Delaware, N. Sherman, Tennyson and Packers requires a walking distance of less than 1/2 mile. Often the walking distance is even less. If the only option these riders have is to walk to Northport Avenue to ride Route B on the proposed draft plan the required walking time would always be more than 1/2 mile and even more than 1 mile from many locations.

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Thank you,

Kim Owens
608-467-8289

From: [Daniel Costantino](#)
To: [Metro Redesign](#)
Subject: Fwd: No longer with JWA Re: Metro Redesign Amendments 3A, 3B & 3C No C/D Crossover
Date: Monday, April 4, 2022 10:58:37 AM

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

Hi Mick, Jessy, Mike:

Can we get Chris Yuen (chris@jarrettwalker.com) off of metroredesign@cityofmadison.com? He's going to be sending OOO's to anyone who submits public comment otherwise.

Thanks,

Daniel Costantino

Principal Associate

Jarrett Walker + Associates

"Let's think about transit"

[971 277 3629](tel:9712773629)

daniel@jarrettwalker.com

www.jarrettwalker.com

----- Forwarded message -----

From: Christopher Yuen <chris@jarrettwalker.com>

Date: Sun, Apr 3, 2022 at 5:44 PM

Subject: No longer with JWA Re: Metro Redesign Amendments 3A, 3B & 3C No C/D Crossover

To: metroredesign@cityofmadison.com>

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

As of the end of April 1, 2022, I am no longer working with Jarrett Walker + Associates. Please contact Gavin Pritchard at gavin@jarrettwalker.com for assistance in my absence.

--

Chris Yuen

Senior Associate

971-319-3168

www.jarrettwalker.com

From: [Cechvala, Michael](#)
To: [Daniel Costantino](#); [Metro Redesign](#)
Subject: RE: No longer with JWA Re: Metro Redesign Amendments 3A, 3B & 3C No C/D Crossover
Date: Monday, April 4, 2022 11:03:04 AM

We did already effective this morning
Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Daniel Costantino
Sent: Monday, April 4, 2022 10:58 AM
To: Metro Redesign
Subject: Fwd: No longer with JWA Re: Metro Redesign Amendments 3A, 3B & 3C No C/D Crossover

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

Hi Mick, Jessy, Mike:
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He's going to be sending OOO's to anyone who submits public comment otherwise.

Thanks,

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Principal Associate

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"Let's think about transit"

[971 277 3629](tel:9712773629)

daniel@jarrettwalker.com

www.jarrettwalker.com

----- Forwarded message -----

From: **Christopher Yuen** <chris@jarrettwalker.com>
Date: Sun, Apr 3, 2022 at 5:44 PM
Subject: No longer with JWA Re: Metro Redesign Amendments 3A, 3B & 3C No C/D Crossover
To: metroredesign@cityofmadison.com>

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Chris Yuen

Senior Associate

971-319-3168

www.jarrettwalker.com

From: [Cechvala, Michael](#)
To: "SUSAN RESCH"
Cc: [Metro Redesign](#); [Evers, Tag](#)
Subject: RE: Metro Transit Redesign
Date: Monday, April 4, 2022 12:09:11 PM

Hi Susan, thank you for your email, I will share it with the project team. Let me answer a few of your questions.

I am wondering what "rules" were the firm, Jarrett Walker and Associates, told to take into their planning process and why were they not allowed to come up with a win/win ridership and coverage combined goals service area map? [The only rules were it had to fit within our projected budget for 2023, had to keep the budgets of our service partners \(Middleton, Fitchburg, etc\) about the same, and had to accommodate the east-west bus rapid transit line. They asked our oversight body the Transportation Policy and Planning Board if the new system should focus more on coverage, ridership, or somewhere in between, which instructed them to move the system in a more ridership direction.](#)

why does Mike Cechvala not show us the "Pure Coverage Map" I'm trying to keep the presentation short and not show too many maps because it gets confusing, but at the same time show how we arrived at the Draft Plan map. You can see the coverage map in the Alternatives Report: <https://www.cityofmadison.com/metro/documents/network-redesign/Alternatives-Report-pt1.pdf>, page 10. Or go to the project website, www.mymetrobus.com/redesign and navigate to Project Materials.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

From: Evers, Tag
Sent: Monday, April 4, 2022 11:05 AM
To: Cechvala, Michael
Subject: Fw: Metro Transit Redesign
See below.

Tag Evers
DISTRICT 13 ALDER
CITY OF MADISON
(608) 424-2580
district13@cityofmadison.com
Subscribe to my blog at www.cityofmadison.com/council/district13/blog

From: SUSAN RESCH <spscott3@wisc.edu>
Sent: Monday, April 4, 2022 10:44 AM
To: Evers, Tag
Subject: Metro Transit Redesign

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

Dear Tag Evers:

In the City Council meeting on November 10, 2021, how is it since 10 Aldermen and women voted in favor (and 9 voted against) of a further analysis of some of the proposed BRT station locations that supposedly the amendment was "voted down?"

In the September 23, 2021 Metro Redesign zoom meeting and at every subsequent meeting,

we are told by Mike Cechvala, the Project Manager of the BRT project, that the “basic goal is to design a ‘better system’ than the current system.”

Mayor Satya Rhodes-Conway told us in her statement that our system needs to be “particularly more equitable” - for us to “keep equity as a guiding light” and for us to take into consideration “particularly our lower income neighborhoods” and that the BRT would “eventually go north to south.”

I personally would rather preserve, restore and expand our 50 bus routes and safe, convenient transfer points than to have limited to no bus options at all.

Daniel Costanino, Transit Planner for Jarrett Walker and Associates, said that our decisions for our transit system was linked to the question of what our “community values” are.

He stated that the coverage model alternative would be “important to people who might need metro more like low income people” and that it would be an “important consideration.”

He said that people of color and the disadvantaged are heavily concentrated in the North, South and Southwest parts of our city and these places are “hard to reach by transit.”

He also stated that his company were given “rules” to follow.

I am wondering what “rules” were the firm, Jarrett Walker and Associates, told to take into their planning process and why were they not allowed to come up with a win/win ridership and coverage combined goals service area map?

In the Metro presentations, why does Mike Cechvala not show us the “Pure Coverage Map” developed by Jarrett Walker & Associates so that we, the public, can have “input,” give “feedback” and truly make this a more “collaborative” process?

Even Justin Stuehrenberg, the Metro Transit General Manager admitted that “people trying to navigate to new bus stops they’re not familiar with in below zero weather is something you just don’t do.”

To truly “improve” and make our system better is to expand on what we currently have, not destroy and dismantle what we have.

Sincerely,

Susan Resch

From: [Jim Winkle](#)
To: [Cechvala, Michael](#); [Metro Redesign](#)
Cc: [Evers, Tag](#); [Allen Arntsen](#)
Subject: Re: South Madison "O" option
Date: Monday, April 4, 2022 8:22:31 PM
Attachments: [image001.png](#)

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

Hi Michael,

I made another version of the south side route that's *not* a loop for your consideration. I shared it at our Bay Creek Transportation Committee meeting tonight and most people liked it. Alder Evers encouraged me to share it with you.
<https://ridewithgps.com/routes/38928135>

This version of the "O" route travels to sites which serve folks with low-income, people of color, and/or seniors. It serves these sites better than the "B" route by the number of blocks shown.

Places that serve high concentrations (HC) of these folks:

- * Goodman Pool (Olin Ave), 6 blocks closer
- * Vilas Zoo (Drake Street), 5 blocks closer
- * Romnes Apartments (Olin Ave), 3 blocks closer
- * Quaker Housing (Fisher/Taft), 1 block closer

Places that serve lower concentrations (LC) of these folks:

- * Neighborhood House (Mills St), 2 blocks closer
- * Mt. Zion Food pantry (Fisher St), 2 blocks closer
- * One City Schools (Fisher/Taft), 1 block closer
- * Boys & Girls Club (Taft St), 1 block closer
- * Catholic Multicultural Center (Beld St), 1 block closer
- * Bram Hill Apartments (Bram St), 1 block closer
- * St. Mark's Food Pantry (Spruce St), 1 block closer

Compared with the Ammendments, this route serves HC sites Vilas Zoo and Quaker Housing (in addition to some LC sites) better than Ammendments 4ABC, at a cost of not serving the lower-density residential (4AB) or John Nolen Drive (4C, e.g. AEC).

Thanks for taking a look!

-- jim

On Monday, March 28, 2022, 12:33:33 PM CDT, Jim Winkle wrote:

Great, thanks Michael!

Good to know that a two-way is more desirable than a loop for my blossoming career

in bus route design. :) For biking, it's always nicer to go in a loop.

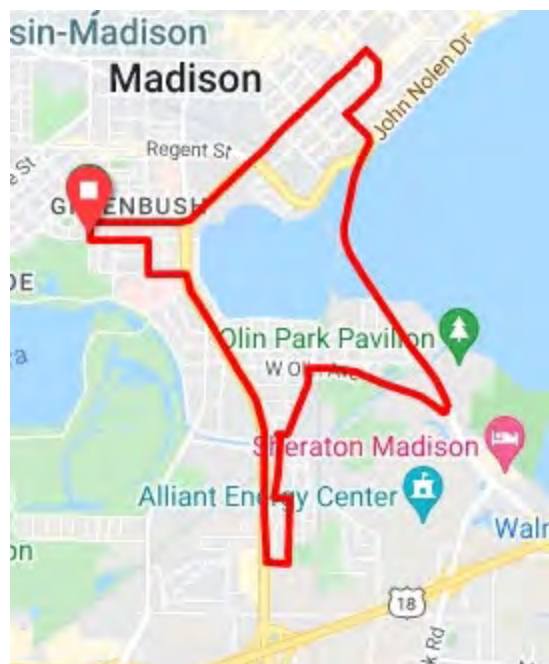
In that case, this could be modified to go to/from campus on Mills instead of up W. Wash to the Capitol (maybe only stopping at the Zoo in one direction), get to Romnes from Park St instead of John Nolen, and stay on Beld/Fisher instead of Park St. (Happy to draw this out if it's hard to envision with words.) The only site that would be missed from my list is the new McGrath site (and near the AEC). Frankly, if the Destination District comes to pass, it might make more sense to someday run a shuttle (trolley?) up and down John Nolen to the Capitol square.

Again, thanks for working on this. I'm sure this is a challenge with all of the competing interests and voices.

-- jim

On Monday, March 28, 2022, 08:48:19 AM CDT, Cechvala, Michael wrote:

Hi Jim, thanks for taking the time to put these comments together. I copied your map below so it doesn't get lost. I think something like this could be feasible, there are many competing interests we're trying to serve with Route O on the south side – Olin, zoo, Alliant energy center, and connecting those with BRT, UW campus, and/or the Capitol Square. It's also usually desirable not to have a complete one-way loop, but rather have as much of the route be two-way as possible so that the driver break can happen at one end of the line and people don't need to wait through that to continue their trip. We'll take a look at some of the things your route does and could be incorporated.



Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Jim Winkle
Sent: Sunday, March 27, 2022 3:17 PM
To: Metro Redesign
Cc: Evers, Tag
Subject: South Madison Loop to Capitol Square option

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

Dear Metro planners,

Overall, I like the new Metro redesign. I'm grateful for your efforts to create a system that serves more people getting to places of employment, provides more frequent service with fewer transfers and shorter travel times, and is more predictable. I used to take the bus a lot (and will again) and have always found the transfer point system somewhat frustrating. For some of my travel, it required the use of a smart phone.

I take the bus a lot in Chicago, too, and I *love* that there's often a bus every six minutes. I realize we don't have the population density for that in Madison, but I feel like the new redesign is an excellent step in that direction.

Thanks for including Romnes Apartments, the Goodman Pool, and other sites in your Ammendment 4; it's much appreciated! 4C is the only one which includes John Nolen drive, which seems essential if the Destination District moves forward. However, the 4ABC options don't include some of the other important sites on the south side which serve folks with low-income, people of color, and/or seniors. I'm especially thinking about places that serve high concentrations of folks, like Quaker Housing, Bram Hill Apartments, the Boys & Girls Club, and Vilas Zoo.

I plan bike routes with a service called RideWithGPS (RWGPS) and so I tried my hand at creating an option for bus route O. It's modeled after 4C but I believe it's slightly shorter and covers more sites. I occasionally take the 13 to the Enterprise Rent-a-Car on the beltline and I'm the *only* one on the bus, so even though running the bus there would personally benefit me, I removed that section.

It's 7 miles (approximately 23 minutes in a car) and Fish Hatchery via Badger could be added at the cost of one more mile (and an additional 3 minutes). I am not a transportation planner so this may be impossible and probably at least needs to be tweaked.

I hope you will consider this option. It's here in two formats, RWGPS and Google maps:

* RWGPS: <https://ridewithgps.com/routes/38737184>

* Google maps: <https://goo.gl/maps/KmjRJC1Q4CXB2mFW6>

Please let me know what you think of it!

-- jim

From: [Jim Winkle](#)
To: [Cechvala, Michael](#); [Metro Redesign](#)
Cc: [Evers, Tag](#); [Allen Arntsen](#)
Subject: Re: South Madison "O" option
Date: Monday, April 4, 2022 8:22:31 PM
Attachments: [image001.png](#)

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

Hi Michael,

I made another version of the south side route that's *not* a loop for your consideration. I shared it at our Bay Creek Transportation Committee meeting tonight and most people liked it. Alder Evers encouraged me to share it with you.
<https://ridewithgps.com/routes/38928135>

This version of the "O" route travels to sites which serve folks with low-income, people of color, and/or seniors. It serves these sites better than the "B" route by the number of blocks shown.

Places that serve high concentrations (HC) of these folks:

- * Goodman Pool (Olin Ave), 6 blocks closer
- * Vilas Zoo (Drake Street), 5 blocks closer
- * Romnes Apartments (Olin Ave), 3 blocks closer
- * Quaker Housing (Fisher/Taft), 1 block closer

Places that serve lower concentrations (LC) of these folks:

- * Neighborhood House (Mills St), 2 blocks closer
- * Mt. Zion Food pantry (Fisher St), 2 blocks closer
- * One City Schools (Fisher/Taft), 1 block closer
- * Boys & Girls Club (Taft St), 1 block closer
- * Catholic Multicultural Center (Beld St), 1 block closer
- * Bram Hill Apartments (Bram St), 1 block closer
- * St. Mark's Food Pantry (Spruce St), 1 block closer

Compared with the Ammendments, this route serves HC sites Vilas Zoo and Quaker Housing (in addition to some LC sites) better than Ammendments 4ABC, at a cost of not serving the lower-density residential (4AB) or John Nolen Drive (4C, e.g. AEC).

Thanks for taking a look!

-- jim

On Monday, March 28, 2022, 12:33:33 PM CDT, Jim Winkle wrote:

Great, thanks Michael!

Good to know that a two-way is more desirable than a loop for my blossoming career

City of Madison Department of Transportation

From: Jim Winkle
Sent: Sunday, March 27, 2022 3:17 PM
To: Metro Redesign
Cc: Evers, Tag
Subject: South Madison Loop to Capitol Square option

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

Dear Metro planners,

Overall, I like the new Metro redesign. I'm grateful for your efforts to create a system that serves more people getting to places of employment, provides more frequent service with fewer transfers and shorter travel times, and is more predictable. I used to take the bus a lot (and will again) and have always found the transfer point system somewhat frustrating. For some of my travel, it required the use of a smart phone.

I take the bus a lot in Chicago, too, and I *love* that there's often a bus every six minutes. I realize we don't have the population density for that in Madison, but I feel like the new redesign is an excellent step in that direction.

Thanks for including Romnes Apartments, the Goodman Pool, and other sites in your Ammendment 4; it's much appreciated! 4C is the only one which includes John Nolen drive, which seems essential if the Destination District moves forward. However, the 4ABC options don't include some of the other important sites on the south side which serve folks with low-income, people of color, and/or seniors. I'm especially thinking about places that serve high concentrations of folks, like Quaker Housing, Bram Hill Apartments, the Boys & Girls Club, and Vilas Zoo.

I plan bike routes with a service called RideWithGPS (RWGPS) and so I tried my hand at creating an option for bus route O. It's modeled after 4C but I believe it's slightly shorter and covers more sites. I occasionally take the 13 to the Enterprise Rent-a-Car on the beltline and I'm the *only* one on the bus, so even though running the bus there would personally benefit me, I removed that section.

It's 7 miles (approximately 23 minutes in a car) and Fish Hatchery via Badger could be added at the cost of one more mile (and an additional 3 minutes). I am not a transportation planner so this may be impossible and probably at least needs to be tweaked.

I hope you will consider this option. It's here in two formats, RWGPS and Google maps:

* RWGPS: <https://ridewithgps.com/routes/38737184>

* Google maps: <https://goo.gl/maps/KmjRJC1Q4CXB2mFW6>

Please let me know what you think of it!

-- jim

From: [Jim Winkle](#)
To: [Cechvala, Michael](#); [Metro Redesign](#)
Cc: [Evers, Tag](#); [Allen Arntsen](#)
Subject: Re: South Madison "O" option
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Thanks for taking a look!

-- jim

On Monday, March 28, 2022, 12:33:33 PM CDT, Jim Winkle wrote:

Great, thanks Michael!

Good to know that a two-way is more desirable than a loop for my blossoming career

in bus route design. :) For biking, it's always nicer to go in a loop.

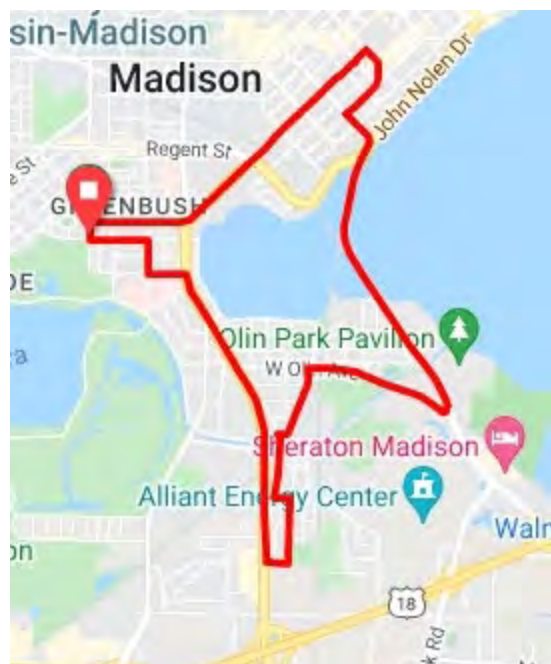
In that case, this could be modified to go to/from campus on Mills instead of up W. Wash to the Capitol (maybe only stopping at the Zoo in one direction), get to Romnes from Park St instead of John Nolen, and stay on Beld/Fisher instead of Park St. (Happy to draw this out if it's hard to envision with words.) The only site that would be missed from my list is the new McGrath site (and near the AEC). Frankly, if the Destination District comes to pass, it might make more sense to someday run a shuttle (trolley?) up and down John Nolen to the Capitol square.

Again, thanks for working on this. I'm sure this is a challenge with all of the competing interests and voices.

-- jim

On Monday, March 28, 2022, 08:48:19 AM CDT, Cechvala, Michael wrote:

Hi Jim, thanks for taking the time to put these comments together. I copied your map below so it doesn't get lost. I think something like this could be feasible, there are many competing interests we're trying to serve with Route O on the south side – Olin, zoo, Alliant energy center, and connecting those with BRT, UW campus, and/or the Capitol Square. It's also usually desirable not to have a complete one-way loop, but rather have as much of the route be two-way as possible so that the driver break can happen at one end of the line and people don't need to wait through that to continue their trip. We'll take a look at some of the things your route does and could be incorporated.



Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Jim Winkle
Sent: Sunday, March 27, 2022 3:17 PM
To: Metro Redesign
Cc: Evers, Tag
Subject: South Madison Loop to Capitol Square option

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Dear Metro planners,

Overall, I like the new Metro redesign. I'm grateful for your efforts to create a system that serves more people getting to places of employment, provides more frequent service with fewer transfers and shorter travel times, and is more predictable. I used to take the bus a lot (and will again) and have always found the transfer point system somewhat frustrating. For some of my travel, it required the use of a smart phone.

I take the bus a lot in Chicago, too, and I *love* that there's often a bus every six minutes. I realize we don't have the population density for that in Madison, but I feel like the new redesign is an excellent step in that direction.

Thanks for including Romnes Apartments, the Goodman Pool, and other sites in your Ammendment 4; it's much appreciated! 4C is the only one which includes John Nolen drive, which seems essential if the Destination District moves forward. However, the 4ABC options don't include some of the other important sites on the south side which serve folks with low-income, people of color, and/or seniors. I'm especially thinking about places that serve high concentrations of folks, like Quaker Housing, Bram Hill Apartments, the Boys & Girls Club, and Vilas Zoo.

I plan bike routes with a service called RideWithGPS (RWGPS) and so I tried my hand at creating an option for bus route O. It's modeled after 4C but I believe it's slightly shorter and covers more sites. I occasionally take the 13 to the Enterprise Rent-a-Car on the beltline and I'm the *only* one on the bus, so even though running the bus there would personally benefit me, I removed that section.

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* RWGPS: <https://ridewithgps.com/routes/38737184>

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Please let me know what you think of it!

-- jim

From: spam-digest@cityofmadison.com
To: [Metro Redesign](#)
Subject: End User Digest: 1 New Message
Date: Tuesday, April 5, 2022 2:05:19 PM



**End User Digest: 1 New Message
For MetroRedesign@cityofmadison.com**

The messages in your personal Digest represent emails that have been filtered and sorted into different categories, giving you an opportunity to take action on them. Click the link in the Subject column to view the message.

[Request New End User Digest](#) [Request Safe/Blocked Senders List](#) [Manage My Account](#)

The emails listed in this section have been placed in your personal Quarantine. Click Release to deliver the email to your inbox. To continue to receive future emails from the sender, click Allow Sender. To report messages that are not spam but are included in the Spam - Quarantined section, click Not Spam.

Spam - Quarantined		
From	Subject	Action
kimo0303q@gmail.com	Keeping the #21 route with changes	Release Release and Allow Sender Block Sender

For more information contact your System Administrator.

From: [Rusch, Mick](#)
To: [Metro Redesign](#)
Subject: FW: Letter from South Madison citizens regarding local bus routes 4 & 13
Date: Tuesday, April 5, 2022 3:31:15 PM
Attachments: [Transit system redesign letter_revised 040522.pdf](#)

Forwarding to redesign group.

From: South Madison

Sent: Tuesday, April 5, 2022 3:28 PM

To: Carter, Sheri ; Evers, Tag ; Myadze, Charles ; Cechvala, Michael ; Gritzmacher, Philip ; Rusch, Mick ; Fox, Patrick J ; Harrington-McKinney, Barbara ; Benford, Brian ; Abbas, Syed

Cc: gcjones15@att.net; bgrayson@urbantrriage.org; Susan De Vos ; Kim Owens ; Margaret Nellis ; Richter, Jeff ; Isadore Knox ; Dave Davis ; Barbara Bailly ; crothburd@gmail.com

Subject: Letter from South Madison citizens regarding local bus routes 4 & 13

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

Hello,

The attached letter was launched by a group of Bay Creek neighbors and was then taken up and circulated throughout South Madison by a coalition representing residents of Bay Creek, Bram's Addition, Burr Oaks, and Capitol View. It is endorsed by Bay Creek Neighborhood Association, and South Metropolitan Plannign Council, and signed by representatives/employees of a number of nonprofits, including RSVP of Dane County, Urban Triage, the NAACP, Rooted WI, One City Schools as well as more than 100 citizens.

We believe it speaks for itself. It also speaks for citizens of South Madison. who are low-income, people of color, people with disabilities, seniors--that is, individuals who cannot easily manage (or maybe who cannot manage at all) the long walks to the new bus routes that will exist in South Madison, should the city eliminate local bus routes here.

These are all groups that Jarrett Walker has called "captive" riders when he says that, "in democracies...a transit authority is accountable to voters" and that our officials "sometimes decide that to some degree, low-ridership services are necessary and important."

As a resident of Romnes, I have relied on Metro bus service for many years. I may now be faced with a half-mile walk up or down an incline to ride the bus B, and while I do not have a handicap, I know that as I get older, this will become increasingly hard for me. I believe strongly, as do the signers of this letter, that Madison should decide that "to some degree, low-ridership services are necessary and important" here and throughout the city if we value equity, as we say we do.

Sincerely,

Barb Bailly

From: [Kim Owens](#)
To: [Metro Redesign](#)
Subject: Re: Keeping the #21 route with changes
Date: Tuesday, April 5, 2022 4:41:43 PM

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

Hello again to all,

Because I know cost is an important consideration I make this suggestion. Similarly to what I've asked if you would consider as additional service for the Disabled Housing at Dryden and Londonderry as well as for the north side residents' definite need for quick, safe and frequent service to PicknSave, the only grocery store on our side of Madison is the following. This would involve making the loop I described in my previous emails instead into what would be a much smaller loop. This would make it much smaller. It could include simply running a bus on Scott lane which would turn onto Dryden, onto Northport, then go to the PicknSave and return down Packers Ave. and turn left on Scott Lane again.

This way the Disabled citizens could board the bus safely on Dryden and Londonderry and the northside residents could ride the new Route B bus to this amendment/extension/route when needing to shop the PicknSave. It should have a 30 minute frequency to be effective but it would cost much less than if it were to go all the way down Northport to School Road.

Thanks for listening,

Kim Owens

On Tue, Apr 5, 2022 at 11:51 AM Kim Owens <kimo0303q@gmail.com> wrote:

Would you consider making the #21 bus with the adjustment of turning right from Packers onto Scott and then left onto Dryden into a loop that goes into Shopko drive so there can still be a bus stop at PicknSave? The bus could then proceed back down Packers and then Northport and turn right on School as it currently does. Then it would follow the adjustment that includes Scott lane and then Dryden drive and then head back to PicknSave? Would you consider a loop? There would be high demand and thus ridership because this possible route, as a loop, would serve many purposes such as a safe connection for the disabled and seniors to access the new Route B as well as preserve the highly used PicknSave bus stop. By preserving the PicknSave bus stop it definitely would still be highly used by shoppers and employees alike. In addition the residents in the Sherman village and Whitetail Ridge areas would also be closer than a 1/2 mile to 1 mile walk to this adjusted #21 bus versus if they are forced to walk to Northport to catch the route B.

In 2018 Madison Metro proposed removing the safe accessible bus stop at Londonderry and Dryden in front of the low-income housing for seniors and Disabled individuals which, if removed, would have resulted in them having to navigate a steep often icy incline which is very difficult and dangerous for those using mobility devices. However metro received alot of feedback opposing this proposal and did understand the safe, accessibility problem that exists. Metro then withdrew their proposal. There could be an alternative stop at Dryden and Londonderry which would require this population only need cross Dryden to a possible stop there if the #21 bus were to remain. The #21 bus could be removed from Londonderry but run on Dryden. Many of the Disabled residents are not able to drive due to their disabilities yet they don't qualify for paratransit. Maintaining with adjustments and perhaps utilizing this an opportunity to save the bus stop in front of PicknSave makes this worth considering.

The Redesign team's proposal for access to the only affordable grocery store on the north side is a huge concern and also poses many problems with respect to safety, inclement weather, traveling alone or with children when it's dark by 4pm in the winter. BEING REQUIRED TO CROSS heavy, speeding traffic on highways.

Thank you, Kim Owens

From: [Kim Owens](#)
To: [Metro Redesign](#); [Rusch, Mick](#); [Cechvala, Michael](#)
Subject: Much more cost effective suggestion North Madison bus service
Date: Tuesday, April 5, 2022 4:47:37 PM

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

Hello again,

Because I know cost is an important consideration I make this suggestion. Similarly to what I've asked if you would consider as additional service for the Disabled Housing at Dryden and Londonderry as well as for the north side residents' definite need for quick, safe and frequent service to PicknSave, the only grocery store on our side of Madison is the following. This would involve making the loop I suggested in my previous emails instead into what would be a much smaller loop. This would make it much smaller. It could include simply running a bus on Scott lane which would turn onto Dryden, onto Northport, then go to the PicknSave and return down Packers Ave. and turn left on Scott Lane again.

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Thanks for listening,

Kim Owens

From: [Kim Owens](#)
To: [Metro Redesign](#); [Rusch, Mick](#); [Cechvala, Michael](#)
Subject: Re: Much more cost effective suggestion North Madison bus service
Date: Tuesday, April 5, 2022 5:48:38 PM

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

I see there are a few different ways to make this possible idea helpful and possible. In order to keep the proposed bus flowing well on 30 minute schedule it could include Delaware in order to loop back. They have completed some additional affordable housing back that way and some is still under construction.

Thanks for your time,
-Kim Owens

On Tue, Apr 5, 2022, 4:51 PM Kim Owens <kimo0303q@gmail.com> wrote:

Hello again,

Because I know cost is an important consideration I make this suggestion. Similarly to what I've asked if you would consider as additional service for the Disabled Housing at Dryden and Londonderry as well as for the north side residents' definite need for quick, safe and frequent service to PicknSave, the only grocery store on our side of Madison is the following. This would involve making the loop I suggested in my previous emails instead into what would be a much smaller loop. This would make it much smaller. It could include simply running a bus on Scott lane which would turn onto Dryden, onto Northport, then go to the PicknSave and return down Packers Ave. and turn left on Scott Lane again.

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Thanks for listening,

Kim Owens

From: [Amanda Hammatt](#)
To: [Metro Redesign](#)
Subject: Eastmorland Service concerns
Date: Tuesday, April 5, 2022 8:59:21 PM

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

Hi,
I attended last night's forum regarding the redesign and I'm very concerned about the lack of service planned for this area with the redesign. Under the current plan, my current trip would extend from about 30 minutes from door to door, to what looks to be closer to 60-90 minutes each way. This change will severely impact my family, and will likely result in forcing us to purchase another car. After many years of driving to work due to child care needs, I was extremely happy to be able to commute on the bus- it was easy, a cheap mode of transportation, and convenient. I also appreciated the role I played in protecting our environment.

I am also concerned and would appreciate more information regarding transportation for students in our neighborhood who attend LaFollette High School. Bus 16 is a convenient route for many students in the area, and unless I misunderstood, the closest direct route to LaFollette would be on Dempsey, which is an extremely long walk from our house near Starkweather Creek. Again, this will result in us (and many other families) having to transport our child back and forth to school so he is not wasting so much time or waiting in bad weather.

Please consider this neighborhood in your plans.
Thank you, Amanda Hammatt

From: [Nathan Brelsford](#)
To: [Metro Redesign](#)
Cc: [Sherman Terrace](#)
Subject: Association meeting request?
Date: Tuesday, April 5, 2022 9:38:13 PM

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

Good morning, I serve on the association board of Sherman Terrace (condominium/apartment on Sherman Ave -36-building complex with 217 two-bedroom units). Would it be possible for someone from the metro redesign team to attend an upcoming association meeting to talk to residents about the proposed changes to the #2 route that serves our neighborhood?

Our upcoming meeting is April 12th at 6:30pm via zoom.

OR any other evening you are available.

Thank you in advance!

Nathan Brelsford
Sherman Terrace Association - board correspondence
608-467-7777

From: [Cechvala, Michael](#)
To: ["Nathan Brelsford"; Metro Redesign](#)
Cc: [URBAN ASSETS LLC](#)
Subject: RE: Association meeting request?
Date: Wednesday, April 6, 2022 8:26:50 AM

Hi Nathan, we would be happy to do that. Melissa Huggins from Urban Assets, copied, can work with you to coordinate a time. Thanks for reaching out.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Nathan Brelsford

Sent: Tuesday, April 5, 2022 9:38 PM

To: Metro Redesign

Cc: Sherman Terrace

Subject: Association meeting request?

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OR any other evening you are available.

Thank you in advance!

Nathan Brelsford

Sherman Terrace Association - board correspondence

608-467-7777

From: judyalevine@gmail.com
To: [Metro Redesign](#)
Subject: speaker request for a Rotary club
Date: Wednesday, April 6, 2022 10:28:52 AM

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

I am a member of the Madison Breakfast Rotary club. We meet Monday mornings from 7:30 am to 8:30am. I attended a Middleton Chamber of Commerce meeting recently where Mike Cechvala presented about the Madison Metro Transit redesign. I am hoping that he can speak to our club on one of our meetings in June. We meet in person on the first Monday of the month but we can also have our speaker present remotely if needed. We also meet via Zoom on the second Monday of the month. So, I am hoping he could present on one of those Mondays and talk to our group about the same topic. I would like to get a date set up sometime this week, if possible.

Judy Levine

Madison Breakfast Rotary

Club Membership Chair and Co-president 2021-2022

Cell: 608 220-2949



Join us on Mondays at 7:30am

No meetings on the fifth Monday in the month.

www.madisonbreakfastrotary.org, Find us on Facebook at MadisonBreakfastRotary

From: [Michael Girdaukas](#)
To: [Metro Redesign](#)
Subject: preferences on amendments and concerns
Date: Wednesday, April 6, 2022 10:39:41 AM

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

Dear, Mike and metro redesign Team

Thank you for all the work you have put in so far. I am writing to not only share my preferences on the amendments, but also voice some concerns. My preference on amendments is as follows

1
3a
4B
5
6a
7

Also I am concerned with elimination of, current route, 18 I originally thought D2 covered this loop. Elimination of this loop would mean residents in a Fitchburg transit priority region would have to walk 2-4 blocks extra in a very hilly neighborhood.

From: [URBAN ASSETS LLC](#)
To: [Cechvala, Michael](#); "Nathan Brelsford"; [Metro Redesign](#)
Subject: RE: Association meeting request?
Date: Wednesday, April 6, 2022 12:33:05 PM

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

Hi Nathan –

Next week is pretty crazy and we are already scheduled to meet with another neighborhood association on April 12th. Would 6:30 April 19th work?

Thanks!

Melissa

From: Cechvala, Michael
Sent: Wednesday, April 6, 2022 8:27 AM
To: 'Nathan Brelsford' ; Metro Redesign
Cc: melissa@urbanassetsconsulting.com
Subject: RE: Association meeting request?

Hi Nathan, we would be happy to do that. Melissa Huggins from Urban Assets, copied, can work with you to coordinate a time. Thanks for reaching out.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Nathan Brelsford <nbrelsford@gmail.com>

Sent: Tuesday, April 5, 2022 9:38 PM

To: Metro Redesign <MetroRedesign@cityofmadison.com>

Cc: Sherman Terrace <info@shermanterrace.org>

Subject: Association meeting request?

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Good morning, I serve on the association board of Sherman Terrace (condominium/apartment on Sherman Ave -36-building complex with 217 two-bedroom units). Would it be possible for someone from the metro redesign team to attend an upcoming association meeting to talk to residents about the proposed changes to the #2 route that serves our neighborhood?

Our upcoming meeting is April 12th at 6:30pm via zoom.

OR any other evening you are available.

Thank you in advance!

Nathan Brelsford

Sherman Terrace Association - board correspondence

608-467-7777

From: [Aaron Relyea](#)
To: [Metro Redesign](#)
Subject: Comments on the New Proposed Changes
Date: Wednesday, April 6, 2022 2:47:03 PM

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

Thanks for the opportunity to offer feedback.

Up front, I am a less frequent rider these days, but I was a regular user for years. So my interest in feedback is due to my previous history and dependency on the bus system and my hopes that changes are positive in general.

During the prior feedback period I expressed that the north side could use some help. Those maps left many residents with longer walking distances that could be a concern, especially to those with mobility issues. Also the lack of off-peak service for the far north side was an worry.

It looks like you have taken some good steps towards addressing those.

However, I have to admit that I don't know the ridership numbers of the current (pre-COVID) routes north of Northport, so you may be extending off-peak services to those areas but be concerned that the potential customers taking that route will be insufficient to justify those changes. Which is understandable. Regardless, the changes address my concern in that area, but my concerns may not match ridership reality for those neighborhoods.

-Aaron

From: [Kendra Gurnee](#)
To: [Metro Redesign](#)
Subject: 6A amendment question
Date: Wednesday, April 6, 2022 7:52:56 PM

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

Hello,

I was wondering what route the R route takes in Amendment 6A past what the map shows - does it continue on Campus Drive to Johnson St? How far east does it go/where does it end?

From: [Cechvala, Michael](#)
To: ["Kendra Gurnee"; Metro Redesign](#)
Bcc: [Florencio-Morales, Delfina](#)
Subject: RE: 6A amendment question
Date: Wednesday, April 6, 2022 8:01:11 PM

Correct, it would continue east along the BRT route on University Avenue, Campus Drive, University/Johnson, State Street, and then end at the Capitol Square. Thanks, any other questions, please let us know.

Mike Cechvala

Transportation Planner

City of Madison Department of Transportation

From: Kendra Gurnee

Sent: Wednesday, April 6, 2022 7:53 PM

To: Metro Redesign

Subject: 6A amendment question

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

Hello,

I was wondering what route the R route takes in Amendment 6A past what the map shows - does it continue on Campus Drive to Johnson St? How far east does it go/where does it end?

From: [Derek Pavelec](#)
To: [Metro Redesign](#)
Subject: Amendment 6 to draft redesign plan
Date: Wednesday, April 6, 2022 9:23:13 PM
Attachments: [6C.png](#)

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

Dear Metro Planning and Design Committee,

I would like to register my support for amendment 6. Both options A and B are improvements over the original draft and provide much-needed service along the Old Salk Rd corridor to downtown.

I would also like to put forward design 6C, which I attached to this email. You can see by this design it would allow residents of Middleton to have a route to the West Towne Mall area, and it would provide service along the Old Salk Rd Corridor to downtown. These routes also provide access to schools on Gammon and Old Sauk Rd. This is important for lower-income parents who may not have cars. Parents shouldn't need to have a car to make it to school events or parent-teacher conferences.

I want to emphasize that the Old Sauk Rd bus route is a major method of transportation to downtown for people who live in Crestwood, Parkwood, Wexford, and Walnut Grove neighborhoods. Service to downtown via the current route 15 was a major reason why many of us chose to live in these neighborhoods.

Thank you for your work. I look forward to the updated changes.

Derek Pavelec

From: [Diane Mayerfeld](#)
To: [Metro Redesign](#)
Cc: [Evers, Tag](#)
Subject: Bus transit redesign
Date: Wednesday, April 6, 2022 11:25:08 PM

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

To the members of the Transportation Policy and Planning Board:

I am writing to express my strong support for Amendment 5 to the draft Transit Network Redesign Plan.

I live in the Westmorland neighborhood near Mineral Point Rd., and without Amendment 5 the Transit Redesign Plan would mean I would have to walk more than half a mile to get bus service outside rush hour. I use the bus during the day and in the evening, as well as at peak times. I rely on the bus most heavily when the weather is not good for biking, which means it is also not ideal for walking longer distances. Although Amendment 5 would still leave our neighborhood with a considerable reduction in service compared to the current Route 6 bus, it would at least provide some bus access during the day and in the evening.

I recognize that Amendment 5 is not cost neutral, and in fact I think that is in its favor, because it means that it will benefit a number of neighborhoods, including my own, without reducing service to other areas.

I hope you will adopt or even strengthen Amendment 5 and pass a Transit Network Redesign Plan that truly makes public transportation accessible throughout the City of Madison, rather than improving service in some areas at the expense of others. Given the urgency of reducing fossil fuel use and greenhouse gas emissions, this is not the time to discourage residents of our city from using public transit.

Sincerely,

Diane Mayerfeld