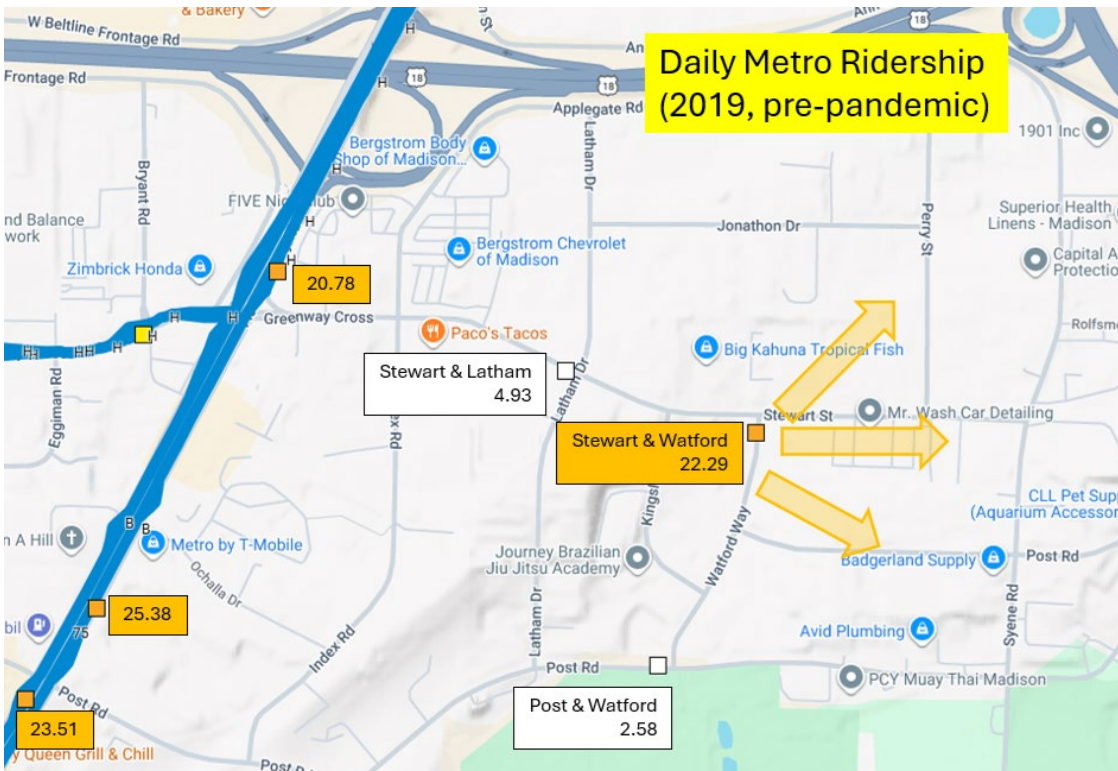


From: [Craig Weinhold](#)
To: [Transportation Commission](#)
Subject: Perry St Connection - needs Metro transit service
Date: Monday, July 27, 2026 3:40:31 PM
Attachments: [image.png](#)

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

The area most impacted by the 2023 Metro redesign is the area around Perry Street. Specifically, on the old route 40, the easternmost stop at Stewart & Watford had very high ridership prior to the redesign. It had as many riders as the stops along Fish Hatchery Rd that abut dense housing. Those Stewart & Watford riders were all headed to employment, which lay a further 1/4 to 1/2 mile from that stop. If those same riders are taking the bus today, they must walk an additional 1/2 mile to Fish Hatchery. Here are the daily pre-pandemic ridership counts from the area (source: City of Madison Open Data by way of <https://tinyurl.com/metroredesign>):



I think it important to restore transit connectivity to this area, and the angled bridge seems to be the most logical way to do that. Here are two ideas that might help with feasibility and property impacts:

- Dead-end Syene at the Grant Signs building rather than continue it as a one-way to merge with the new bridge traffic. I think that one-way section is unnecessary based on area traffic patterns.
- Consider an overpass with one transit lane and the bike/ped facility. I.e., no regular vehicles. It would behave like the connection on Mendota St and Lien Rd, perhaps with stoplights or bollards for controls.

Finally, if a bike/ped bridge at Perry St is the only feasible connection, I absolutely support it. It will provide many of the same benefits of connecting people with jobs and offer easier access to recreational opportunities for residents of the S. Park St area.

-Craig Weinhold