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(Sorry, I had a computer glitch and I think a draft version of this email was unintentionally sent to you multiple times. Please see the BELOW comments, which are the final version. Thank you.)

Dear Madison Transportation Policy and Planning Board –

Thank you in advance for aiming to keep Madison’s public transit system functioning optimally for Madison residents. I am a far better writer than public speaker, so I am electing to provide these written comments to the 5/31/22 Transit Network Redesign Public Hearing. There is much to say, so I hope you will read and consider all of my below comments.

Regarding the BRT system/transit redesign generally:

I am unhappy about how the transit redesign is happening in favor of a BRT system and at the expense of bus routes that have served most Madison neighborhoods and residents fairly well over the last couple of decades. Indeed, many people -- myself included -- chose their home or apartment based on the availability of nearby bus service. Now, in many, many cases, bus service is being taken away from our streets/neighborhoods and transit resources are being diverted to a BRT system that most Madison residents won’t use. Indeed, since the only places to park-and-ride are at the far extremes of the BRT route, it appears the BRT system is designed to serve people commuting to Madison from outlying areas (and those lucky enough to live along the BRT route); yet it is only Madison residents (not all residents of Dane County) who will pay taxes to support the BRT system.

Addressing how the transit redesign impacts me personally:

When my husband and I were looking for homes in 1991, we happened upon a home for sale at 4634 Odana Road. Beyond it being in our modest price range, one huge selling point was excellent bus service on Odana and, in fact, a stop for buses heading west is my driveway. Since I work on the Capitol Square (and still do 30+ years later), I have relied on Metro buses for my commute every work day since 1991. Now, the proposed redesign will take buses off Odana Road between Midvale Blvd. and Whitney Way, and my closest bus stop will be 2-3 blocks away.

On top of that, the bus I would take under the current transit redesign proposal -- **Route D** -- is one of only two east-west routes that will not travel to the Capitol Square where I work, instead running downtown on Doty Street heading east and Wilson Street heading west, meaning I will have to walk 3-4 blocks between my downtown bus stop and my job. So, I have a multiple-block walk every work day both on the home end and the work end of my commute. Maybe this doesn’t sound like a big deal, but it is a big deal during the winter and inclement weather for a “senior” who still works full-time (and plans to for several more years). When I asked the planners why Route D was not going onto the Capitol Square, they stated people commuting to the University from the near east side don’t want/need to traverse the Capitol Square area. I counter that not everyone riding a bus west from the near east side is going to the University area; in fact, many of these people work either full-time or part-time on or near the Capitol Square and State Street.

When I asked planners why Route D bus service could not continue on Odana Road between Midvale Blvd. and Whitney Way, two reasons were given: (1) a need for bus service between Sequoia Library

and the new multi-family housing development near Hy-Vee at the corner of Whitney and Tokay, and (2) the existence of Odana Hills Golf Course on Odana, which the planners felt limited bus ridership between Midvale and Whitney. Note that I think the planners are incorrect on the second point, since in my 30+ years living on Odana, there have always been many regular bus riders living on, near and to the south of Odana Road, and these riders also use the bus evenings/weekends to travel to UW Badger games and downtown to the Farmers Market, Concerts on the Square, Overture Center and other downtown events. The golf course is on only about four blocks of one side of the street; the remainder of this stretch between Midvale and Whitney is comprised of numerous single-family homes and two multi-family housing complexes.

One current proposed amendment to the draft plan -- **Amendment 5** -- has **Route X** traveling on Tokay Blvd. between Midvale and Whitney as well, meaning there would then be two bus routes running on Tokay between Midvale and Whitney (Route X and Route D1). I wonder how many other residential neighborhoods will have two bus routes serving them under the transit redesign?? -- and this, at the expense of providing better bus service to other nearby neighborhood streets. See the below paste.



Numerous times I have filled out surveys and sent written comments to the planners about how the transit redesign will take away what has for decades been excellent and convenient bus service for me and my neighbors and make it inconvenient both on the home end and the work end downtown. Yet, the planners seem dead-set on diverting Route D1 from Odana onto Tokay, even though Route X will already provide regular, all-day bus service for the same stretch of Tokay Blvd.

If you look at the above map, Route D1 will come from Monroe Street, up Odana Road to Midvale Blvd., **then divert over to Tokay Blvd.** (which is already being served by Route X), **only to run back to Odana Road** at Whitney Way before heading west along Schroeder Road. To me it would seem more logical to instead run Route D1 on Odana all the way from Monroe to Whitney, rather than diverting Route D1 to Tokay and creating duplicative bus service on Tokay.

Impact on me as a senior:

I had always planned that I'd be able to age-in-place in my home on Odana Road, being readily able to ride a bus to Hy-Vee for groceries, to events downtown, and to some doctor appointments; but with the transit redesign taking buses off Odana between Midvale and Whitney, I won't be able to rely on bus

service if I can no longer drive because I'd have to walk multiple blocks even to access a bus, no matter my destination.

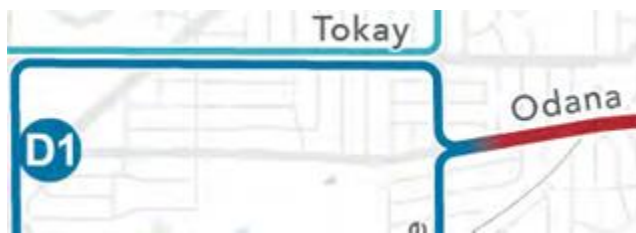
Negative impact on many other Madison residents:

There may be route changes in the transit design that benefit some people, but in speaking with many, many other bus riders from many parts of the city, a majority will be negatively impacted by the proposed changes, and some people will even lose their bus service altogether. I ask the Board in considering the totality of the transit redesign (including the proposed amendments) to keep bus service available and convenient for the majority of Madison residents -- not just for those people lucky enough to live and work in areas the planners have deemed worthy of good bus service, and not just for those people lucky enough to live near the proposed BRT route(s).

Final thoughts:

Overall I am not in support of a BRT system in Madison for the reasons stated above; but regardless, the Board simply cannot sacrifice decent bus service for thousands of Madison residents in favor of a BRT system that most Madison residents won't use (even though they are paying taxes to fund it). Regarding my own situation, if pleading will help, I am pleading with the Board to please keep a bus (**Route D1**) running on Odana Road all the way from **Monroe Street** to **Whitney Way** (and not divert Route D1 onto Tokay Blvd.). Not only would this benefit me and all of my bus-riding neighbors along and to the south** of Odana Road, it only makes sense since there will already be regular, all-day bus service on Tokay Blvd. via Route X.

**Note there is a large neighborhood to the south of Odana Road and to the west of the golf course that will no longer have accessible bus service if Route D1 does not continue all the way along Odana Road between Midvale and Whitney.



Thank you in advance, Board members, for considering my comments and for keeping bus service readily available and convenient for the vast majority of Madison residents.

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