



**Metro Transit**

1245 East Washington Avenue, Suite 201 | Madison, WI 53703  
 Administration: (608) 266-4904 | Customer Service: (608) 266-4466  
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**WilMar Feedback/ Focus Group Meeting**

SUMMARY OF BLUE SHEET COMMENTS – MONDAY, SEPTEMBER 26

**REASONS TO CONTINUE ON WILLIAMSON ST:**

- Provides safe pedestrian crossings at signalized intersections
- Faster travel times through the neighborhood to make connections at transfer points
- Travelling down Jenifer St. with the hill is dangerous in the winter. Not an Issue for Willy St.
- Better lighting on Williamson – increased visibility
- Decrease of traffic in residential area. Let's think progressively and into the future.
- Jenifer St. is becoming more narrow after construction – safety issues for ped/bikes
- Fewer turning movements = safer transit

**REASONS TO RETURN TO JENIFER ST.**

- Bus service on Jenifer is a fair balancing of burdens of traffic through the isthmus
- Willy St. has not been designed for carrying buses – too narrow.
- There are no amenities on Williamson and no room to even add any. Riders waiting for the bus on the terrace is too dangerous.
- Williamson is lacking accessible boardings.
- Too much traffic, events, etc. on Williamson St. already – added buses overwhelms and ruins the character.
- We know Jenifer St. service works... why are we going through this? If it ain't broke, don't fix it.
- Williamson St. businesses are hurting with the loss of parking.
- Service on Jenifer St. directly serves the WilMar Center – a vital place in the neighborhood.

**MISCELLANEOUS COMMENTS**

- A lot of the traffic congestion on Williamson is happening BECAUSE Jenifer and other side streets are closed and under construction. A lot of the current traffic and lack of parking is coming from that and not the buses.
- Repurpose Railroad and Wilson and turn it into a bike and bus thru-way.
- Why are stops at the other intersections on Williamson not far-side? What goes into making those bus stop location decisions?
- Why is this even a discussion when 70% of survey respondents say they want service back to Jenifer?
- If there is no case in living memory of not returning to regular route after a detour, why are we considering changing that?
- Wilson is dedicated to bikes, Williamson to cars and Jenifer to buses. That's how we move traffic through the isthmus.
- Route 7 on weekends has been consistently 5 to 7 minutes late even when the detour has been running. Perhaps the on-time performance issue isn't coming from this corridor – more data needed.
- Data on ridership since the switch would be very nice to see.



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- If we plan to use turning movement data, we should provide more insight into turning movement accidents as a whole and how there hasn't been any on Jenny even though we are taking that many turns.
- How does Monroe St. handle all the traffic – Could we learn something by looking at Monroe?
- Possibility of splitting routes?
- No matter where the buses go, Metro needs to address the idling of buses outside residences and apartment buildings. It's an issue.
- It seems to be that the Jenifer St. people always get what the Jenifer St. people want. Please listen to the entire neighborhood and keep buses on Jenifer St.