

From: [Stammer, Jessy](#)
To: [Metro Redesign](#)
Subject: Feedback - Via Metro Online Form
Date: Tuesday, May 31, 2022 10:05:40 AM

31 additional feedbacks from Metro database (calls or web form). *Received from 5/20 – 5/31 at 10:00a*

1. Not having a bus route that runs up and down Midvale Boulevard is a problem - from Target/Hilldale Mall/Ace Hardware/Metcalf's grocery/Walgreens/Metro Market, to Sequoya Library/Midvale Elementary/pet store, to Dorn True Value/Cherokee Heights Middle School/Latinx stores/the new Tai Chi Center of Madison. Midvale Blvd is one of our major roads with lots of services that's well-suited to a single bus line, just like Washington Ave or University Ave. The new network breaks Midvale Blvd into 4 different bus lines, with NONE going all the way to Target/Hilldale Mall/hardware store/grocery store area. If you're trying to discourage car driving, why make it harder to get to these core services? Amanda Werhane, werhane@live.com
2. Under the currently proposed redesign plan, our neighbors in Bram's Addition, Capital View, and Bay Creek will lose bus service one or two blocks away from their doorstep and instead will need to walk to Park Street to catch the bus. I would like to see a route that provides transportation access to key sites where there are elderly and low-income people depending on the bus, namely: Bram's Addition neighborhood, Romnes apartments, Capital View neighborhood, and St. Vincent de Paul food pantry, plus the Vilas Zoo and Park. None of the proposed amendments achieve all of this. However, alternative Amendment 4E proposed and endorsed by the South Madison Planning Council would add in much-needed service to several key South Madison areas that would be disproportionately burdened if they were to lose easy access to bus service. David Hildner, dhildner@wisc.edu
3. First, I am concerned about a system redesign that removes existing routes in residential neighborhoods. Aging in place is supposed to be a City goal, but that requires public transportation where people live. Our wheel tax should provide for expanding bus routes to cover more of the city. Shuffling routes serves no one well. I've been helping older people learn the bus routes in their neighborhoods, only to find that their walking-distance access won't last under any of the draft plans. Paratransit seems an expensive way to support aging in place. Policy that promotes people driving their own cars into old age is not a climate-friendly option--nor is it a good idea in terms of safety. Second, I understand that low-income housing plans try to take bus routes into account. Pulling routes out of desirable neighborhoods then amounts to redlining, a way to keep low-income housing along major corridors instead of spread all over the city. Last, we need more north-south connecting routes. Why can't people in the Allied Drive neighborhood go all the way north to shopping and jobs without jogging west to Whitney Way and then back again? Once out of the Isthmus, the east-west mindset is neither necessary nor practical. Gundega Korsts, gk@korsts.com
4. Dear Madison Metro Redesign Team, I appreciate efforts to improve public transportation

and bring more frequent bus services to residents. However, I am concerned that the draft plan will leave many bus users behind. Under the currently proposed plan, our neighbors in Bram's Addition, Capital View, and Bay Creek will lose bus service one or two blocks away from their doorstep and instead will need to walk to Park Street to catch the bus. I would like to see a route that provides transportation access to key sites where there are elderly and low-income people depending on the bus, namely: Bram's Addition neighborhood, Romnes apartments, Capital View neighborhood, and St. Vincent de Paul food pantry, plus the Vilas Zoo and Park. None of the proposed amendments achieve all of this. However, alternative Amendment 4E proposed and endorsed by the South Madison Planning Council would add in much-needed service to several key South Madison areas that would be disproportionately burdened if they were to lose easy access to bus service. I urge you to listen to South Madison constituents and accept and adopt the proposed route O laid out in Amendment 4E. Ann Mary Kohl-Re, akohlre@charter.net

5. Keeping the bus route open for Southdale is crucial for those residents that rely on it for their commutes to work and children to school. This helps our community stay busy! Heather Krause, novation@alexandercompany.com, The Alexander Company
6. The amendments look like a nice improvement. It is great to have been heard. The change of route Y to all-day (amendment 6) will be a life-saver that will remove the need to use a car. Remi Daviet, remi.daviet@gmail.com
7. I wish the city would amend Route D2 from Midvale Blvd. back to Nakoma Rd, giving the people in the neighborhood access to public transportation. There are people in the neighborhood that have limited access to transportation and others who have classes or jobs at UW-Madison. I am one of those people, I used the bus consistently pre-pandemic and now I have not rode it because of the inconvenience. Emma Claussen, emmayeah9@gmail.com
8. Dear Madison Metro Redesign Team: Thank you for all the work you have put into the Madison Metro redesign. I appreciate efforts to improve public transportation and bring more frequent bus services to residents. However, I am concerned that the draft plan will leave many bus users behind. Under the currently proposed plan, our neighbors in Bram's Addition, Capital View, and Bay Creek will lose bus service one or two blocks away from their doorstep and instead will need to walk to Park Street to catch the bus. I would like to see a route that provides transportation access to key sites where there are elderly and low-income people depending on the bus, namely: Bram's Addition neighborhood, Romnes apartments, Capital View neighborhood, and St. Vincent de Paul food pantry, plus the Vilas Zoo and Park. None of the proposed amendments achieve all of this. However, alternative Amendment 4E proposed and endorsed by the South Madison Planning Council would add in much-needed service to several key South Madison areas that would be disproportionately burdened if they were to lose easy access to bus service. [Add any additional details here about why you are concerned about the CMC neighborhood and/or other neighborhoods losing access to bus service] I urge you to listen to South Madison constituents and accept and adopt the proposed route O laid out in Amendment 4E. Isabel

Rafferty, isabelop1@mac.com

9. I looked through the Amendments to the Redesign. I mostly agree with the staff recommendations and value your expertise. I'd like to note that I especially encourage Amendments 6A, 10, 30A, and 31. My possible point of disagreement is regarding Amendment 8. I think the peak service reserve fund is especially important. (In the past, I often contacted you about the overcrowding on the #14 bus during rush hours, and was often told you did not have buses to add to the route). So, with a major redesign like this, you need the reserve fund for unknown crowding issues. I am worried that if you reduce the reserve fund with Amendment 8, you will lock in the Route V and W service, but then not be able to alleviate crowding elsewhere in the system (b/c taking away routes is hard to do). Thank you for all you do. (I checked the "yes, contact me by email" box below, but that is your option.) Brian Frey, blfrey@sbcglobal.net
10. Metro Transit Public Hearing Scheduled - Network Redesign: May 31 comments Hello - I am not able to attend the May 31 meeting, but wanted to provide feedback on the plan amendments. I live on Crescent Rd in Fitchburg and approve of Amendment 13. I will bus downtown at least 3 times a week, and moving the bus lines further into the neighborhood will help me walk to the bus stop better in winter. Thanks! Elise Duskin, eliseduskin@gmail.com
11. Hello, The most recent iteration of the proposed route D2 will send buses down Nakoma Road instead of Midvale. I am 110% in favor of this change as a resident of Marlborough Heights and a Thoreau elementary school parent. Running buses down Nakoma Road instead of Midvale enhances public transit access for families with students who attend Thoreau Elementary. Although people typically associate Thoreau with the wealthy Nakoma neighborhood, a large proportion of Thoreau families are of a socioeconomic status that needs reliable public transportation. Although kids can get to the school on MMSD buses, this Madison Metro change will make it easier for caregivers to be active participants in their child's education by making it easier to attend school events. Thank you for making this change. Jennifer Gihring, jlgihring@gmail.com
12. PLEASE make transportation in underserved communities where bus service is critical more of a priority! So many people rely on bus service as their sole form of transportation - especially in economically disadvantaged neighborhoods. If Madison is truly interested in social justice, this MUST be a priority. Nicole Spear, spear.nicole@gmail.com
13. Disappointed in the fact the the transfer points are being eliminated. I live in Oxford and travel an hour to the North Transfer Point and take the 28 bus to work. I can't afford the yearly parking on campus and use this as an alternative. Where will I be parking once this redesign happens? Diane Waters, dwaters@uwsa.edu
14. Customer would like more service to be added to her area (Division and Atwood). She has a disability that makes it difficult to walk and even a change of a couple blocks makes things hard for her. She always used to take the 3 via division and now with the new service

proposal that is planned for next year 2023 she feels it will be even more difficult for her to get around town.

15. I was reviewing the draft proposal for the transit network redesign, and I have some concerns about the E line traveling down Ridge Street. This is pretty narrow local road with limited lighting, and in the winter when snow builds up in gets especially narrow, slippery and dark in the evenings. This road also gets a lot of foot traffic, including older residents walking their dogs. I am concerned that a bus coming down this road could hit someone or their dog, particularly on winter evenings. If it were to go down Franklin Street instead that would be much safer. That road is wider, better lit, and has sidewalks. Wesley,
wes.szamotula@gmail.com
16. I support alternative Route 6A to the draft plan. Elizabeth Hagerman,
elizabeth.hagerman@gmail.com
17. Remove busses from state street to transform into pedestrian mall. Ask every business owner on state street we all agree on this. We against the outdated approach of ineffective management of transit. We need to transform and make meaningful impact to Madison community and do something different for once to achieve different result. Outside of the box thinking and listening to local entrepreneurs and people who actually make things happen, drive economy and innovation. City must take more progressive approach and stop being obstructionists as well as making rigid decision that no one benefit from except two people who ride each bus. That easily can be driven on different near buy streets. One person might be inconvenienced but how many will benefit in a very impactful way. Including families, visitors and local community. Alina Poletskova,
info@redsquareflowers.com Red Square Flowers
18. I hope that, as you plan the new routes, you take into consideration those of us who drive from the north and park at the North Transfer Point. My understanding is that the transfer points will no longer exist. Will there be any dedicated parking for us? Thanks! Rebecca Forbes Wank, rebecca.forbes.wank@wisc.edu
19. Regarding the newly proposed "E" route.....when eastbound, has the bus making a left turn from southbound on Highland onto eastbound on Regent. Given that the City reconfigured the island there so that southbound on Highland is now just one lane, really directed toward Speedway, I cannot see how the heck a bus is going to make a left turn onto Regent. I drive through that "interesting" intersection four days a week (except when I'm biking) and just cannot fathom that such a maneuver for a bus would be even possible -- I see cars try to maneuver that left turn...very awkwardly. Perhaps the "island" needs to be "re-reconfigured" to open that old "left turn lane" back up...? Tom Whittaker, tomwhi@gmail.com
20. This feedback is related to the Metro Transit redesign that will be discussed on May 31st. The movement of route B from Sherman (like it was in earlier proposals) to Packers Ave. does not seem to make sense. It cuts out the valuable north transfer parking area, and far fewer people live along Packers Ave. The worse aspect here is how dangerous it is to cross

Packers ave compared to crossing Sherman. This route seems poorly planned for the 15 minute line. It seems this change was to try and add service along the underserved neighborhood on North Street, which the current 28 has been doing. But as is, this route greatly decreases the safety and access to the main route simply because it was shifted from Sherman to Packers. Please consider the original Ridership proposal for route B that was outlined here: <https://www.cityofmadison.com/metro/documents/network-redesign/draftplan/TransitNetworkRedesignAmendments.pdf> , Karl Nutting, knutting@wisc.edu

21. As a weekday commuter from the Muir Field region of Madison to the UW–Madison campus, I am pleased with the proposed redesign. Michael Shapiro, mshapiro@gmail.com
22. This comment is directed towards the virtual public hearing scheduled to take place on Tuesday, May 31, at 6:00 p.m., and my goal is to call into question the logic behind redirecting route 8 (Spring Harbor/Capitol Square) away from campus due to the redesign set to go into effect during 2024. It's clear that the goal for the redesign is to increase ridership to the BRT while reducing outlying routes that are currently being underutilized, but I feel oversights have occurred involving this particular route, and likely other routes, which currently already experience a high volume of usage to a particular destination. As a daily rider that lives on this route, my consistent observation is that more than 90% of the riders use this route to get to and from campus. While this should still be possible after a transfer onto the BRT from the newly established E route after the redesign, I don't understand why routes that are already running efficiently (i.e. minimal stops, no extra transfer needed, etc.) which experience a large volume of daily passengers has to be sacrificed to artificially drive up usage of the BRT line. It's clear that a large number of riders in the Sheboygan area will now have to walk larger distances in order to utilize the BRT after the Spring Harbor/Capitol Square line is eliminated, and if our city experienced temperate climates throughout the year, this wouldn't be an issue, but that's just simply not the case for a good portion of the calendar year. The Woodland Reserve apartment complex, in addition to other smaller apartment units, along and near Bluff street cater to residents specifically looking to travel to and from the UW-Madison campus using route 8 in its current iteration. This is not even factoring in all of the single-family homes which also house faculty, staff, and students that work and/or attend UW. I am asking that the design team reexamine and collect more data along the newly proposed route (E) to determine where riders plan to go for their destination before things are finalized. If the redesign has already been finalized, then please at least ensure that the timing between transfers from route E to the BRT going to and from campus are timed ideally where transitioning between these routes is effortless and efficient (i.e. minimal wait times). In the long run, I hope that the action of pushing ridership to primarily one route (i.e. BRT) will not ultimately result in longer wait and travel times to passengers that have already been burdened by a reduction of their transit options (e.g. route 14: Wexford Ridge) to get to their primary campus destination. Hao Yuan, hyuan39@wisc.edu
23. I cannot understate my support for the draft plan. If anything, I do not think it goes far enough in prioritizing speed and frequency on high-demand routes. I have, on several

occasions, suffered through an actually painful walking or biking commute in severe weather on account of the combination of infrequency and unreliability that characterizes the existing service plan. The bus system needs to compete with alternative forms of transportation, and a map that prioritizes geographic footprint at the cost of frequency and simplicity and never, absolutely never, compete with private transportation. Danny, Edgel, edgeldan@gmail.com

24. Hello, Im just a neighbor who lives in the mckee rd area and I feel like we should re incorporate the bus line 56. Not only me but people from the community that lives in this area still uses this line (56) to commute to and from work. It is a necessity to have this line. I hope this line can be back to how it was originally before covid times. Thank You in advance for everything you guys do. Daniel Mena, danielolarte007@gmail.com
25. Comment for City Council vote on rapid transit buses. I oppose the route for rapid transit buses on State Street. The idea that this incursion on a pedestrian mall is necessary for racial equity is total nonsense created out of thin air by some DEI run amok. Peter Anderson, anderson@recycleworlds.net
26. The proposed changes to the bus routes focus on increasing the number of job sites accessible in a 45-minute time period. Why was a 45-minute time period selected, and do you have sample routes and calculations that show what is accessible within a 30-minute time period? Also, do you have time calculations regarding access to daycare centers? Denise Martin, denise.martin@gmail.com
27. As a resident of the Vilas neighborhood I want to express support for Amendment 4D in the transit plan. It would bring long overdue bus service to Vilas Park, allowing more people to access this wonderful resource. Thank you! Meredith McGlone, meredith.mcglone@gmail.com
28. Hello there! I've been anxiously awaiting the upcoming community meeting on the 31st but alas something has come up and I unfortunately can't make it. I was looking to speak in-person if and when the opportunity arose. Regardless, I'm hopefully this message gets into the right hands...I live at the corner of Toepfer and Tokay where bus route 6 goes by every hour of every day on it's way back to the West Transfer Point. There are stops on both sides of the street from us and, since we've lived here, we have yet to see someone get on or off the bus. Not one person. I work from home daily and can speak to this with confidence. It seems that it's lack of use should be something worth reviewing during this meeting. I would image it makes sense for people trying to go to the library .5mi up the road on Tokay but there's already a stop there so the ones on our street seem utterly pointless. Do they need to be there? I hope this message finds you well in my absence. Please reach out and I'm happy to give more details. Thanks for your time and consideration. Sam and Gabrielle Foos, sam_foos@TrekBikes.com
29. Amendment 3C on the transit network redesign does not have my support, since it removes a useful node for transferring on the East side. I liked the idea of being able to get from

anywhere on the isthmus to any part of the East side without having to walk all the way across the isthmus. Given the design of the network, the nearest point to transfer without a walk would be on University near East Campus mall. This seems like a significant detour and waste of bus capacity on the isthmus. If 3C is unavoidable, I would encourage the city to look into wayfinding and pedestrian improvements in the area around First St to make the walking transfers as frictionless as possible. I would also encourage as much consistent frequency as possible, in regards to Amendment 30A. BRT needs to be something people can rely on every day, since people don't stop traveling around town on Sunday. I know it saves a lot of money to cut service on Sunday but I hope you can find a way to salvage some high frequency every day. Andrew Lail, ajlail98@gmail.com

30. Hi, This is my feedback about the changes to the system that start next year. Currently, I live near a bus line, as I live a block from East Washington. But, I am looking into buying a house and when I look at the new system map, it doesn't seem like the bus goes to many places. It's hard to walk blocks and blocks in the middle of winter and summer when the weather is extreme. I don't like these changes and think that it could be done better. The areas where I can move seem limited. Nancy Sawyer, ntsawyer@yahoo.com

31. As an 88-year-old who has difficulty walking, I am particularly sensitive to the arguments that the BRT bus service would unfairly impact people with disabilities, making them walk too-long distances to board a bus. On the other hand, do such persons have alternatives, such as the special bus service provided to differently-abled persons? Roger Brooks, erbrooks9@gmail.com