

From: [Ernie Stetenfeld](#)
To: [Transportation Policy Board](#)
Cc: [Carter, Sheri](#); [Metro Redesign](#)
Subject: Strong support for a South Madison loop Route O amendment
Date: Tuesday, May 31, 2022 3:52:47 PM

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

Greetings:

On behalf of the Society of St. Vincent de Paul – Madison and those who rely on assistance from our busy Service Center at 2033 Fish Hatchery Road, I have already submitted our organization’s Madison Metro Redesign input expressing strong support for an amendment creating a South Madison loop Route O.

The effort to redesign a Metro Transit network to serve the community with an improved route system, increased access and frequency, decreased travel time, and improved rider experience are laudable, and those goals – along with ensuring equitable access for those in our community most reliant on transit -- are not all easily balanced. I am appreciative of city staff involved in the Metro Redesign having taken prior input into account in designing loop Route O Amendment 4D. This variant would maintain service (currently offered by Route 4) relied upon by those working/volunteering and especially those obtaining services -- food pantry, charitable pharmacy, locker program and more -- from our St. Vincent de Paul Service Center.

Since we first expressed support for Amendment 4D, however, **Amendment 4E** for a loop Route O has been proposed and supported by the South Madison Planning Council and many interested in maintaining equitable service to the South Side community. I want to add our organization’s support for what this amendment seeks to achieve. Under the Amendment 4E variant of loop Route O, service would continue to be offered (as it has been by Route 13) east of Park Street via North Rusk Avenue, Bram Street and Fisher Street to better serve the neighborhood in which the route is embedded -- while also bringing the loop, and those accessing it, back up Fish Hatchery Road. This would in turn provide the capacity for many in South Madison to more readily access needed programs at our Service Center -- as well as the broader Madison Metro network. Thank you for considering this support for a **South Side loop Route O** that meets these needs.

Sincerely,

Ernie Stetenfeld
CEO & Executive Director
District Council of Madison Inc.,
Society of St. Vincent de Paul

2033 Fish Hatchery Road
Madison, WI 53713

(608) 442-7200, Ext. 31 (office)
svdpmadison.org

Helping Our Neighbors In Need



From: [Cechvala, Michael](#)
To: "[Julie Yearling](#)"; [Carter, Sheri](#)
Subject: RE: Re-design and Route 75 service in South Madison
Date: Tuesday, May 31, 2022 3:55:27 PM

Hi Julie, Route 75 is not planned to change with the redesign. It is an express route that is sponsored and paid for by Epic. It currently has stops at Park and Erin, Fish Hatch and Badger, and Fish Hatch and Caddis. Separate from the resign project, we are hoping to add one or two additional stops on Fish Hatchery between Badger and Park because we think it would add some utility without significantly slowing down the route.

Route 75 is incorrectly shown on the map as not being limited stop south of the beltline, it is in fact a limited stop route between Verona Avenue in Verona and West Washington Avenue. I apologize for the error.

Mike Cechvala
Transportation Planner
City of Madison Department of Transportation

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

From: Julie Yearling <julieyearling@charter.net>
Sent: Tuesday, May 31, 2022 2:56 PM
To: Metro Redesign <MetroRedesign@cityofmadison.com>; Carter, Sheri <district14@cityofmadison.com>
Subject: Re-design and Route 75 service in South Madison

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

Hi,

Route 75 currently makes stops on Fish Hatchery Rd between Park Street and the Beltline. Under the redesign, stops in this area would be eliminated; however, according to the re-design map, stops along Fish Hatchery Rd. would resume when the route crosses the Beltline. Why? This is a peak time route that is very convenient for commuters in South Madison going to and from work in both Fitchburg and South Madison. Why should South Madison residents be excluded from this service while Fitchburg residents still have access to it?

To cease Route 75 service in South Madison along Fish Hatchery Road north of the Beltline but then re-initiate it in Fitchburg south of the Beltline seems discriminatory. I asked about this change at the last input meeting for South Madison residents and was told something to the effect that Epic pays for this route so they can decide where it stops. If Epic is buying into this public transportation system, then I think what is equitable is that they make service available to all along the route. If for some reason they do not want to make stops in South Madison, then perhaps they should run a private bus for their employees, which they could certainly afford to do.

Sincerely,

Julie Yearling

Current Route 75 map: <https://www.cityofmadison.com/metro/routes-schedules/route-75>
See draft plan for Route 75 update: https://www.cityofmadison.com/metro/documents/network-redesign/draftplan/TransitNetworkRedesign_DraftPlanReport.pdf

From: [Mymetrobus](#)
To: [Rusch, Mick](#)
Subject: FW: Agenda item 71227, Bus route 16C
Date: Tuesday, May 31, 2022 5:06:03 PM

From: Kelli Malueg
Sent: Tuesday, May 31, 2022 5:05:59 PM (UTC-06:00) Central Time (US & Canada)
To: Transportation Policy Board
Cc: Mymetrobus; All Alders
Subject: Agenda item 71227, Bus route 16C

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Hello,

My name is Kelli Malueg. I am housing case manager for a Porchlight building at 2718 Pheasant Ridge Trail. Our building has 16 units which provide housing for formerly homeless individuals who have a disability. Several of my clients use a wheelchair or walker. I strongly support the 16 C route as it would be much closer for my clients to reach a bus stop. If my clients had travel further it would be a considerable hardship. Please consider the conditions of weather when pushing a walker using a wheelchair. My clients utilize the bus on a daily basis for appointments, shopping, going to work.

Thank you, Kelli Malueg

From: [CAROL R BUELOW](#)
To: [Transportation Policy Board](#)
Cc: [Metro Redesign](#)
Subject: bus redesign and amendments
Date: Tuesday, May 31, 2022 5:51:44 PM

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Hello,

For tonight's meeting, May 31 6:00 pm, I registered in support of the bus redesign, but could not find in that system a way to oppose or support specific amendments.

I do support the following amendments, even if some have significant costs.

4D, Rt O

5, Rt X

7 D2 moved to Nakoma Rd, better service to my neighborhood

9 New Rt L, better coverage to far North and far Southeast sides

10 Rt E changes, dependent on Rt X

12 Rt F service to DMV is critical

13 D2 improved coverage in Fitchburg Dunn's Marsh area

16C Rt G extra loop, better coverage, with cost pd by Fitchburg

I specifically oppose amendment 11A, D2 changed to add service to new development

At a time when there's a struggle to have decent coverage to existing neighborhoods, why spend limited resources adding service to new areas

15 Rt Z Question: the cost breakdown I see has to be wrong: all of the 130K cost is allocated to Madison ("110K Madison, 20K Madison") Which part is Fitchburg paying?

Somehow, someway, more funds must be found to support these amendments! Without these amendments, I will NOT support the redesign.

Thank you

Carol Buelow

4206 Doncaster Dr

From: [Michael Girdaukas](#)
To: [Metro Redesign](#)
Subject: Amendmendment preferences/comments
Date: Tuesday, May 31, 2022 5:57:01 PM

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

Michael's preference on Amendments

1

3c

4B

5 (liked the earlier version better where x followed regent speedway, and mineral point, and E followed midvale & tokay)

6a

7

13

Sent from my iPad

From: [Joe Mathers](#)
To: [Metro Redesign](#)
Subject: Fitchburg RT 16 C Amendment
Date: Tuesday, May 31, 2022 9:09:07 PM

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

Dear Committee and Staff-

I would like to add my strong support for the Fitchburg Common Council's proposed 16C Amendment which shows strong support for continuing most of the needed accesses along Pleasant Ridge/ Deer Valley Ski Ln/ Novation Pkwy and then up Moorland.

I have rarely seen such a unanimous willingness to listen to the needs of that entire neighborhood. I have worked in that area and have gone door to door doing neighborhood surveying and outreach over the years. I am a longtime resident of Rimrock Rd and have had a small affordable rental flat with bus access as an important asset. The original proposal completely ignores the distressing pedestrian access along Rimrock (high traffic/ low amenity with no nearby shops or other "refuges" with frontages of parking lots and a gas station. The original route at least placed people closer to their homes and within the residential areas allowing for neighborhood eyes to be looking out for those using the bus service. The goal of less time on the bus is more than offset by the extra inconvenience and additional time used to get to the bus. Winter weather and diminished daylight further add to this with safety issues where bus patrons are forced to walk further from the relative safety of an active dense residential area (home) and instead are deposited on a high traffic/ low pedestrian amenity commercial and suburban pass-thru commuter artery (Rimrock). This does not protect the elderly and those otherwise vulnerable. Overall the area has added senior housing, a significant social service as well as a large studio apartment complex, there are also 2 relatively affordable condo associations presently in the mix as well so the density being served has gone up. There is owner occupied residence served by G3, and People move here and stay here with certain expectations of bus service availability, not to be in a drive-by when it comes to transit access. The original proposal seriously changes that calculus.

I urge you to adopt the Fitchburg's Common Council's "16 C" option and continue a much needed service to a much politically neglected area. These people need the service and it is the most equitable approach to providing transit. These are hard working people of lesser means who rely on the bus to make their lives work. A 3 minute "savings" is more than offset by the burden you will be placing on those who have the least flexibility and are "transit dependent".

I am sorry that Transit is so poorly understood and supported and doesn't get the needed financial aid.

Joe Mathers

2075 Rimrock Rd
Fitchburg, WI 53713

From: [Raquel Perez](#)
To: [Metro Redesign](#)
Subject: Route 57
Date: Wednesday, June 1, 2022 9:57:39 AM

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

Hi, I am a frequent rider. I was surprised the route is not to her available, I am 64 with no car and with health issues. I used to take that route to go to work and also to do my grocery at pick and save . Now I have to call Uber to go to the store, which now it is cost me a lot of money. I live in Muirfield rd close to McKee. In winter I was so frustrated to walk all away to Carnwood. Is there a way you can consider to make flexible hours to this route , like early mornings until 8 am and late afternoons from 3pm.

Thank you
Raquel Perez

From: [Vidaver, Regina](#)
To: [Metro Redesign](#)
Subject: Fw: [All Alders] Metro Redesign
Date: Wednesday, June 1, 2022 11:44:14 AM

In case you did not receive this.

Regina Vidaver
District 5 Alder

From: Joe Frost
Sent: Tuesday, May 31, 2022 8:36 PM
To: All Alders
Subject: [All Alders] Metro Redesign

Recipient: All Alders

Name: Joe Frost
Address: 501 Whitehall Drive, Madison, WI 53714
Phone: 715-413-1260
Email: jovialjoe84@yahoo.com

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

Message:

Greetings,

My name is Joe Frost. I am an individual with a disability, and serve on the Disability Rights Commission. I am writing this to share the concerns about the Metro Route changes, and BRT changes. Many concerns have been raised about these changes and the elimination of many neighborhoods' access to bus routes. Concerns have been raised by individuals, Disability Rights Wisconsin, the NAACP, and many other bodies.

For illustration, for my wife and I the nearest stop will be nearly a mile away from our house. In my wheelchair, this is nearly impossible in anything but ideal weather.

I applaud Metro taking feedback, and assessing amendments, but have yet to see any amendments to address my neighborhood, and have heard similar concerns from many other neighborhoods.

As the concerns not only affect the ability to individuals with disabilities to travel, but also affect the ability of healthcare staff to arrive safely and effectively, or in some cases eliminate access for healthcare staffing.

While I am excited at the prospect of improvements of the Metro system, I'd like to urge City Council, and Metro to take the time to ensure that these changes will provide equitable coverage and access to all City residents.

Thank you for your time,

Joe Frost

From: [Erich Schmidtke](#)
To: [Metro Redesign](#)
Subject: Route O Design
Date: Wednesday, June 1, 2022 9:19:20 PM

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

I am opposed to a Randall bus route because Mills Street is already set up for buses and is wider and is more population-dense with all those apartments and Neighborhood House. Also, that traffic calming circle at Randall and Vilas Avenue has been really successful at reducing car speeds. Prior to that traffic calming circle Randall was like a race track. Finally, those women who maintain the plantings at that traffic calming circle have put in a gazillion hours and do a great job.

Thank you,
Erich, Greenbush resident

From: [Dawn Perkins](#)
To: [Metro Redesign](#); [Evers, Tag](#)
Subject: Route "O" amendment Comment
Date: Thursday, June 2, 2022 10:19:20 AM

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

Hello Metro Redesign Team and Alder Evers,

If the proposed Route O is approved **and** ends up using the Randall Avenue option, **please consider the bus stops be located at the Mound & S. Randall intersection.**

This is a 4-way stop already. Additionally it offer riders immediate/adjacent access to the Beth Israel Center & Fitness Center (old Mound St. Yoga Studio). It's also a straight walk down Mound St. to Meriter Hospital's front door.

Thank you for your time.

All the Best,
Dawn Perkins
1322 Chandler Street
Madison

From: [John Perkins](#)
To: [Metro Redesign](#)
Cc: [Evers, Tag](#)
Subject: Route O comments after Greenbush meeting
Date: Thursday, June 2, 2022 12:05:52 PM

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

I was part of the neighborhood council discussion talking about zoo accessibility. I wasn't in favor of the statement; the group seemed to be favoring a shuttle between Monroe and Park via Grant/Drake for this purpose. The current route proposal makes much more sense to me, and for that reason I support the current route O amendments as laid out through Greenbush/Vilas.

The city may want to make Randall Ave no-parking on the east side if it is chosen for a bus route. South of Mound St parking is allowed after 6PM; this can get tight during evening hours.

I suggest stops at Randall/Mound, if implemented, be shifted south of Mound to avoid loading/unloading on an incline, but your operations folks will likely figure that out quickly.

John Perkins
1322 Chandler St

From: [Jason Braden](#)
To: [Metro Redesign](#)
Subject: Route C redesign
Date: Thursday, June 2, 2022 3:20:00 PM

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

Greetings,

I am an occasional bus commuter and a business owner along the current 7 route and the future C route. I understand the need to improve the bus routes and want to make a suggestion that I know would fly under the radar considering the scope of the project at hand.

I purchased a retail property at 2110 Atwood Ave in 2019, shortly after moving in a bus stop was moved directly in front of my store eliminating two on street parking spots that are crucial to my businesses and the neighboring businesses. While I understand a need for bus stops to go somewhere, there are many excellent reasons to locate the bus stop in other locations very near to where the current bus stop is while restoring two incredibly valuable street parking spots.

Alternative 1

The previous bus stop was located east of the Atwood and Division intersections in front of the Atwood Barber Shop. Terry, the owner of the barber shop, would welcome the bus stop as many children take the bus to his shop after school for hair cuts. Terry has told this to me personally and discussed it with the president of the neighborhood association as well. He also has a parking lot kitty corner to hsi store with one way access. His clients are primarily local frequent visitors who know how to get to that lot.

Alternative 2

West of Division and Atwood Across division is a large no parking area in front of a large residential building. There is a fire hydrant on that 1/2 of the block and a large no parking area which would be a perfect location for a bus stop.

Alternative 3

West of Courscot and Atwood probably because of fire codes or a fire hydrant, there is a large no parking area in front of the Barrymore Theater. The crosswalk with flashing yellow lights in on that side of Courscot and it is a much safer and convenient place for pedestrians to cross.

Why East of Courscot is a lousy place

Country Antiques and Refinishing

Yes my customers come from across the city and state to come here. I have no off street parking. This problem is also shared by my neighbor Country Antiques.

Bruce the owner does a lot of furniture refinishing. His customers all pull up in front of his store and get chairs and tables out of their hatchbacks. This is a problem now and will be a worse problem with more frequent service.

Neighboring businesses

Country Antiques, Gail Ambrosius, NutKrack, Jewelers Workshop, Bad Dog Frida, Monty's Blue Plate, Lao Laan Xang and Talbots Gallery all have customers who need some access to on street parking. Two spots would help all of us. The forementioned parking lot is only accessible to cars travelling westbound on Atwood. That lot is very confusing for our customers who are not familiar with our neighborhood.

I get complaints (a lot of them)

Specifically, I get complaints from the elderly and disabled who really don't like or are unable to cross the street or walk for blocks to get to me. This is honestly costing my business and I assumed when I bought this property that I would have access to some on street parking. The current design of the curb and gutter along with where the bus sign was placed makes it appear there is only one on-street parking spot between the front door of the Barrymore and the Atwood Barber Shop.

Security

Probably most importantly, I run a jewelry store. There was a strong armed robbery that occurred the week of Thanksgiving. It is incredibly disconcerting for my early arriving staff and to walk through people "loitering" in front of the store in our doorway.

Yes, these folks are just bus passengers but it is impossible for my staff members to know who is a passenger and who is potentially going to pull a gun or a knife on them while they are turning the key. Nobody uses a cash machine if there are people standing around wearing hoodies and masks. I am asking my staff to open a door, disarm an alarm and open a safe with \$100s of thousands of dollars in merchandise. They frequently discuss how nervous they are walking through a crowd when they open up. When we close we can wait for the bus to pass before exiting the store. We don't have that liberty when we are opening up in the morning.

Since there are a plethora of alternatives only yards away, I kindly request that you put some serious consideration into the placement of the bus stop

when the rerouting occurs.

--

Jason Braden

Jewelers Workshop

608-251-7705

<http://www.jewelersworkshop.com/>

[Like us on facebook](#)

From: [rebecca](#)
To: [Transportation Policy Board](#); [Mymetrobus](#)
Subject: Bus Service Amendment 16c
Date: Tuesday, May 31, 2022 6:36:24 PM

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

To whom it may concern,

I'm a resident of the Southdale neighborhood. **I'm writing to support Amendment G2 in Resolution R-101-22.** Amendment G2 was the most preferred option in community meetings, and it's the only option that retains bus access for our community.

There are 850 apartment units in Southdale and more than 1500 of us live here. The bus is used every day by neighbors with mobility devices, elders, neighbors with kids and groceries, and on the way to work. We're major Metro customers. We use the bus for daycare and employment, and food shopping and medical appointments. Our bus service is reduced from years past, and what we have left isn't optional, it's a lifeline.

All our neighbors deserve service that can be accessed day and night, in any weather, with ease. The distance and desolate stop location means G1 service is a barrier for many here. G1 includes a diversion through vacant parcels in an exposed and unsafe location, and this option was unanimously rejected in community comments. Renters, apartment owners, service providers and local businesses have all testified in opposition to G1.

Unfortunately, G2 is confusing as written, and includes an option no residents testified in favor of. The "short term" loop is best and follows Pheasant Ridge > Deer Valley > Ski Lane > Novation Parkway > Rimrock. PLEASE APPROVE AMENDMENT G2 "short-term" loop. The cheaper "long-term" loop through the new road would be a huge reduction in access, leaving 60% of us far from the bus.. We don't want the bus to go via the cut-through. This long-planned road isn't built yet and has multiple entities involved in approval.

Despite being shorter than current Route 16, G2 "short term" via Novation Parkway will actually increase bus access for recently built housing. Briarpatch Services, Artisan Village and Novation Commons will all have new, direct access with Amendment G2. The "short term" G2 is an excellent compromise, is a more efficient route than current Route 16, and actually improves current access for new apartments in Novation Campus.

We rely on bus transportation to access our basic needs. Southdale families already live isolated from basic services. Metro's proposed plan to direct all bus traffic to Rimrock and Moorland would be a disaster for our community. Southdale bus service isn't optional. 8 blocks is too far away.

Thank you,

Rebecca Mullee

2605 Country Rose Ct #1
Madison WI 53713

From: emosse@aol.com
To: [Transportation Policy Board](#)
Cc: [Harrington-McKinney, Barbara](#); icm1st@yahoo.com; [Carter, Sheri](#)
Subject: Transportation Policy and Planning Board - Public Hearing: #71227
Date: Tuesday, May 31, 2022 6:48:48 PM

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

Dear Transportation Policy and Planning Board:

I am writing to object to the Resign that the Transportation Policy and Planning Board wishes to adopt. I believe it is not in the best interest of the south Madison community to adopt the Redesign preferred by the Transportation Policy and Planning Board Route "O" Alternative 4D. Please vote NO to this Redesign. It eliminates or decreases bus service to the most vulnerable communities in Madison. It takes service away from Fisher Street and Bram. The proposed route change have people who ride the bus to get to Mt. Zion Church for Worship Service and/or to access the Food Pantry. In addition, it eliminates service to the Bram Apts. for Senior citizens. This is unfair and should not be allowed to happen - taking from those who are unable to speak up for themselves. In addition, I encourage you to vote in favor of maintaining **Route p#30**.

I encourage you to support the **Route "O," Alternative 4E, supported by South Side neighbors**, the section serving Bram and the Capitol View. It is critical that low income populations needs be respected and addressed adequately. Please vote YES for the **Alternative Route 4E** Redesign option.

Thank you.

Sincerely,

Earnestine Moss
1729 Browning Rd.
Madison, WI 53704

From: [Jon Becker](#)
To: [Transportation Policy Board](#)
Subject: Comments for TPPB re Route Redesign
Date: Tuesday, May 31, 2022 4:03:56 PM

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

Comments for TPPB
Route Redesign Public Meeting
31 May 2022

Experts have made the case that, to meet climate goals, there must be a massive (~40%) mode shift to walking, bicycling, and public transit from other modes. For many people, only public transit provides accessibility combined with mobility, especially during the winter months.

It's been almost a year since transit advocates noted to Metro staff that the city's parameters for the forthcoming Route Redesign were deficient in two major and related ways:

- <!--[if !supportLists]-->1) <!--[endif]--> Budgeting the route redesign options off a 2019 transit funding baseline while adding BRT
- <!--[if !supportLists]-->2) <!--[endif]--> Creating a false binary choice between Ridership and Coverage

It was requested that the city enhance the costly and extensive Route Redesign public outreach process, by offering to the Greater Madison community a third option, a "platinum" public transit system option, for both people and packages (ultimate service and accessibility, or at least best in class).

There has been no response to this request. Specifically, consideration of subarea amendments falls far short of the requested enhancement. This followed on a decision by city leadership and staff to proactively oppose a fare free (zero fare) approach to transit revenues, even before a deficient staff fare study (failing to account for fare enforcement expenses, and absent surveys of riders and drivers) was released and public hearings were held. The city also (reportedly for the first time in the history of Madison public transit fare hearings) scheduled subsequent public hearings during the summer; that's when public participation is inevitably lowest, in part because many university riders are not on campus.

Fare free transit along with excellent transit service produces and sustains impressive increases in ridership, while providing household budget relief to those who need it most. It should be pointed out that when JWA did the route redesign study and public outreach for Kansas City, the scope of work included solicitation of public input on fares, including the fare free option (which KC has adopted).

With this deficient Route Redesign public process, and the failure to communicate with the public about the benefits of fare free transit, the city is letting the good/better be the enemy of the best, while undercutting its adopted eco-equity goals.

Jon Becker
Madison, WI 53704

From: [F.L. Miller](#)
To: [Transportation Policy Board](#)
Subject: Daytime service
Date: Tuesday, May 31, 2022 3:37:57 PM

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

I have heard that some amendments are being considered to the transit redesign. I want to encourage you to maintain daytime service to all schools, public and private that are on current routes. These routes are critical for parents or workers to come and go midday. Specifically, Divine Mercy on Old Sauk and Gompers (MMSD) should have access during the day. I think Gompers already was removed.

From: [CAROL R BUELOW](#)
To: [Transportation Policy Board](#)
Cc: [Metro Redesign](#)
Subject: bus redesign and amendments
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15 Rt Z Question: the cost breakdown I see has to be wrong: all of the 130K cost is allocated to Madison ("110K Madison, 20K Madison") Which part is Fitchburg paying?

Somehow, someway, more funds must be found to support these amendments! Without these amendments, I will NOT support the redesign.

Thank you

Carol Buelow

4206 Doncaster Dr

From: [Kelli Malueg](#)
To: [Transportation Policy Board](#)
Cc: [Mymetrobus](#); [All Alders](#)
Subject: Agenda item 71227, Bus route 16C
Date: Tuesday, May 31, 2022 5:06:03 PM

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Hello,

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Thank you, Kelli Malueg

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To: [Transportation Policy Board](#)
Cc: [Carter, Sheri](#); [Metro Redesign](#)
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Sincerely,

Ernie Stetenfeld
CEO & Executive Director
District Council of Madison Inc.,
Society of St. Vincent de Paul

2033 Fish Hatchery Road
Madison, WI 53713

(608) 442-7200, Ext. 31 (office)
svdpmadison.org

Helping Our Neighbors In Need



From: [South Madison](#)
To: [Transportation Policy Board](#)
Subject: Please post to Legistar for Item 5, Meeting 6/6/22
Date: Friday, June 3, 2022 12:53:23 PM
Attachments: [Community Groups" Collective Demand for Transit Equity_ 060322.pdf](#)

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

Hello,

We request that this email accompanied by the attached document be uploaded to Legistar today for review by members of the TPPB for the meeting on 6/6/22.

We are currently collecting signatures of support for this document that we will present to TPPB prior to next week's meeting.

Thank you,
South Madison Unite!, NAACP, Southdale Tenants' Association

Community Groups Present Collective Demand for Transit Equity – June 3, 2022

To: TPPB

From: NAACP, South Madison Unite!, Southdale Tenants' Association

Re: Agenda Item #5, 71227

Date: June 3, 2022

Background

As a coalition of Madison area bus riders, community members, and local leaders, we are speaking out against the Draft Plan of the Madison Metro Redesign. The Draft Plan proposes a paradigm shift to a “ridership system” that would focus bus service on major thoroughfares where high numbers of potential riders live, work, and shop. On paper, this model appears to increase transit use and revenues. But many area residents are concerned that a ridership model will restrict transit access by already marginalized communities of people of color, people with low-income, and people with disabilities and seniors. Both the content of the plan and the design process have excluded large numbers of people, who depend most on public transit, from participation.

We urge the TPPB to pause the approval process of the Draft Plan. We oppose its passage by Madison Common Council and urge the city to recommit to investing in full-service transit.

We agree that our transit system needs a comprehensive redesign. The current Metro system isn't equitable. High-efficiency transit corridors that shorten wait times and make cross-town travel possible would be a huge benefit. We're told we have to sacrifice accessibility for these gains. But Metro's supporting data about who will sacrifice or benefit are ambiguous and biased. And with the testimony of hundreds of community members who currently rely on the bus and who oppose the redesign, we are left wondering: Who will the new system serve?

The premise of the Draft Plan, to build a more equitable transit system, is only as good as the public engagement on which that plan is based. Metro's dated and ineffective plan for public engagement has leaned heavily on arms-length methods of outreach that privileged communities that were already enfranchised and disadvantaged those that were not. The whole process has been unnecessarily complex and fast-paced. The Draft Plan is very difficult for transportation experts, let alone non-experts, to understand. Even many officials needed coaching by staff at meetings to understand the Draft Plan.

Shortcuts and gaps in public engagement have never been acknowledged or modified. Instead, the process has pushed forward, even as critical errors in inclusive public process are repeated at each meeting. **A majority of Madison-area residents aren't aware of the scope of the changes proposed.** In fact large numbers of people did not hear of the process at all. Meeting packets have been released after deadlines, sometimes just prior to a hearing. Videos of past hearings haven't been uploaded in a timely fashion. Public hearings have been scheduled in close succession. Translation and interpretation for non-English speakers has been patchy. Given the rapid pace of amendments, changes and new additions, there was an undue burden on the community to prepare and testify.

In areas without existing organizations, neighborhood associations or strong or sympathetic political representation, the public had no means to learn about or weigh in on service cuts. Low-wage workers, people of color, people with disabilities, people with children, and young people have not been proportionally included in conversations about this redesign. This has enabled a vicious cycle in which their needs have been discounted throughout the public process, and the glaring oversights of the proposed system as a whole have been ignored.

The route amendments comprise a piecemeal solution that misses the point. By focusing on drafting amendments in response to public outcry, Metro avoids accountability for the Redesign process itself or the shortcomings of the ridership model on which it is based. **As individuals and organizations, we stand with all transit riders in the area served by the Metro system.**

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Collective Demands for Transit Equity

WE SUPPORT the need for a Metro Redesign. The current system is due for change. Long wait times, long bus trips, lack of connectivity all currently disproportionately impact people who are of color or have low income and/or disabilities.

WE DEMAND that the TPPB and the Common Council postpone a vote for approval of the Draft Plan and that they recommend instead that Metro pause the Draft Plan process and commit to correcting its course. The process has been unnecessarily complex and fast-paced and what is needed at this point is a deep and comprehensive reassessment of the Draft Plan's premises, methodology, and conclusions.

WE DEMAND a ground-up equity study prior to the final Council vote on the Draft Plan. How are we to make a good decision about routes, service cuts, and trade-offs without a clear view of who benefits and who sacrifices? We have heard officials repeat claims that low-income individuals and people of color won't be unduly burdened by route changes, but how can we know without an analysis? The Draft Plan should undergo an equity analysis before being evaluated by TPPB and the Common Council. Individuals representing each geographic and special needs community should be consulted.

WE DEMAND creative modern best practices for public engagement. The City of Madison has based the premise of the Redesign on outdated outreach models. The approach so far has left it to citizens to overcome obstacles to participation, placing an undue and often insurmountable burden on those who are already disenfranchised. Metro needs to embrace a people-centered approach that seeks to overcome institutional and social barriers to participation. Transit redesign is a complex process, and every segment community deserves opportunities for dialogue, inquiry, education, accessible information, and influence. How can Metro move forward in good conscience when public comment to date is nearly unanimous that service cuts of this kind will be devastating?

WE DEMAND separate, additional funding for the new BRT system. The City of Madison has framed transit funding as a zero-sum game: there is a fixed pot of money, and in order to leap forward into BRT service, we have to sacrifice the existing network. Is a transit referendum a possibility? We urge the city to take a fresh look at transit funding and to preserve existing coverage networks that serve existing work and living arrangements and to overlay the BRT along service corridors.

WE OPPOSE any overall reductions in bus service. Background literature on the ridership model is shockingly out of touch and shows the implicit bias many planners and engineers hold. Longer walks are framed as a "chance for more physical activity" with 15+ minute walks to access the bus framed as viable choices. Bus service is not a choice for many low-income riders, seniors or people with disabilities for whom longer walks are simply not possible. Riders in every neighborhood, who have no alternative but to use the bus with children in tow, hands full of groceries, or to get to work on time, deserve physically accessible service, in any weather.

WE OPPOSE piecemeal concessions and the amendment process. The route amendment proposals are not a means to address systemic inequities or the flaws in the Draft Plan. The current process whereby amendments are in competition for selection pits neighbors against neighbors and sidesteps the city's accountability for the Redesign process itself and mistaken assumptions on which the ridership model is based. An equity analysis during the Draft Plan stage will identify routes and areas to be prioritized for service. It will allow us to propose route changes based on placing community needs first, making amendments a redundant step and assuring an equitable plan from the ground up.

WE OPPOSE the framework that ridership and coverage models are in competition. We say that good transit should provide both efficient routes with short wait times as well as coverage to outlying areas. Madison's highways, lakes, and urban layout mean that many low-income areas are isolated enclaves, and not

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appropriate targets for service cuts. Many areas slated for cuts are existing dense urban communities with established service. A more equitable plan might follow the advice of Jarrett Walker and adopt a hybrid model and combine ridership and coverage:

In fact, we encourage cities to develop consensus on a *Service Allocation Policy*, which takes the form of a percentage split of resources between the different goals. For example, an agency might decide to allocate 60 percent of its service towards the Ridership Goal and 40 percent towards the Coverage Goal. Source: <https://humantransit.org/2018/02/basics-the-ridership-coverage-tradeoff.html>

WE OPPOSE the aggregation of university low-income and generational low-income populations. If the premise of the Redesign is to address equity issues for low-income people, how can Metro assess the impacts if it aggregates data on two wildly different economic brackets? The MPO itself cautioned against this in a 2019 study:

MPO staff have excluded university students from household income charts and have cautioned Metro staff in using this data ... asking students to provide household income numbers is challenging for many reasons.

We don't accept the assertion that this Redesign will improve equity for targeted and marginalized communities. Rather it will adversely impact them. With the testimony of scores of community members in hand, it's time for the city to listen now and give credence to the lived experience of riders who depend on Metro as their primary means of transportation.

From: [Rusch, Mick](#)
To: [Metro Redesign](#)
Subject: Metro feedback received
Date: Friday, June 3, 2022 4:12:40 PM
Attachments: [image001.png](#)

Here is more feedback collected through our call center and online form:

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Dear Metro Transit Planning Commission,

My name is Jacquelyn Adamicki and I am a law student that relies on the bus to get to campus each day and downtown to the Capitol for my judicial internship. Your current plan completely misses my neighborhood and eliminates the two out of two stops I relied on each day on route 8 on Segoe Road (Segoe & Regent).

Please adopt Amendment 10 so I can have a way to get to School. Driving and parking is not an option for me as parking is unavailable per the information I have received from school administrators. My neighborhood is full of graduate students who rely on the Madison bus route to get to campus, the Segoe & Regent stop in particular. Please ensure there is a route to campus and stop at Regent & Segoe.

Thank you

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Please do not eliminate the #2 stop on Sherman Ave. in front of Sherman Terrace. Many elderly residents of Sherman Terrace and UW Madison grad students/medical students make use of this variation of the #2 route. Please consider keeping this option available.

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Do not elimination daytime service on Old Suak. It will ruin so much. Keep rout 15!!!!!!!!!!

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Increasing bus frequency on these main lines is really helpful in my work commute. In past it took 15-20 mins to get to work (on the 14) now it takes 45+ using the West Transfer Point. Anything to streamline this would be welcomed.

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