

From: [Nicholas Davies](#)
To: [Transportation Commission](#)
Subject: No on 65038 (Disrupting bus service to benefit private businesses)
Date: Wednesday, April 14, 2021 11:29:16 AM

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Dear Transportation Commission members,

Item 65038 is (obviously) a trial-balloon for the idea of fully removing buses from State Street. But when buses are re-routed from State Street, it adds distance to those routes (adding time) and puts the busses in car traffic (adding schedule instability).

We have people throughout the city who rely on the timing of bus lines passing through the isthmus, many of which use State Street. Even if someone lives near Hilldale and works in Middleton, their ability to get to work on time depends on a bus getting through downtown on schedule. Bus riders are disproportionately people of color, lower income, and/or disabled, as well as a variety of non-motorists.

Moving these bus routes away from State Street is a thing we could do, but we need to do it in a way that doesn't disrupt the transit system for the people all across the city who depend on it. That means giving buses dedicated lanes on Gorham/University and Johnson, and any other backup-prone streets these buses would get diverted to.

The proposal doesn't include this. Like the editorial today, it just demands buses be banished for the sake of #BrunchAesthetics. Without guaranteeing continued access and regularity of the transit system, this proposal is a giveaway to private businesses and affluent leisure, at the expense of minority and working-class populations citywide. In its current form, I oppose this item.

Clearly there is high demand for car-free spaces in Madison, and the current scarcity of them leads to everyone pinning their expectations on State Street.

But there isn't anything special about State Street that can't be duplicated elsewhere. We have many corridors that are already walkable, and could draw greater pedestrian traffic by being made car-free and low-stress. Then we could try different things in different neighborhoods.

I'm urging you to add to your agenda the creation of additional car-free spaces throughout the city. In particular, these could be good candidates:

- * Regent St between Mills and Monroe
- * Wilson or Williamson between Ingersoll and Dickinson
- * Price Pl at Hilldale Mall
- * D'onofrio Dr between W Towne Way and Mineral Point
- * North St between Washington and Johnson

Also on your next agenda (4/28), you have this year's Shared Streets program. Many people made non-motorized use of Shared Streets last year and are looking forward to these spaces being made car-free again this year, and the expansion of this program to other locations. We should also be considering the Shared Streets locations as potential permanent car-free spaces, or at least closed to through traffic.

Thank you,
Nick Davies
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