

**From:** [McGuigan, Patrick](#)  
**To:** [McGuigan, Patrick](#)  
**Subject:** FW: TC: Agenda for 03.11.20 & Draft Minutes for 02.26.20 meetings  
**Date:** Wednesday, March 11, 2020 7:14:28 AM

---

**From:** Lemmer, Lindsay  
**Sent:** Tuesday, March 10, 2020 5:20 PM  
**To:** McGuigan, Patrick <PMcGuigan@cityofmadison.com>  
**Subject:** Re: TC: Agenda for 03.11.20 & Draft Minutes for 02.26.20 meetings

Hi Patrick,

I hope you're doing well. I don't know how long I'll be able to stay for tomorrow's meeting so I wanted to get my comments on a couple issues to you in advance, to share with the Commissioners for their review:

1. LGBTQ+ Rainbow Murals: I hope the commission will unanimously approve this. No tax dollars will be used and they're paid for by private donations. It will send an important message about this being a safe, welcoming and inclusive city. It also allows the Department of Transportation to test different traffic marking materials.

2. Public Hearing on Metro 32 Changes - moving service from Acewood Blvd to Dempsey Rd. A major concern here: The Ace Apartments, a Movin' Out mixed use development with affordable housing for people with disabilities, will begin construction at Cottage Grove Road and Acewood (where the vacant Sentry is) in the next couple of months and they are dependent upon bus service on Acewood Blvd for their residents. I know having that transit there went into their WHEDA application. Again, this is affordable housing specifically for people with disabilities so removing the bus stop seems extremely problematic. The parking ratios for the development are smaller than average because many residents will not be driving and are transit-dependent.

Unfortunately, I won't be able to stay at tomorrow's meeting for very long, but I would like this to be taken into strong consideration.

Thank you,

Lindsay

Lindsay Lemmer  
District 3 Alder  
she/her/hers

[district3@cityofmadison.com](mailto:district3@cityofmadison.com)

Sign up for updates from the District 3 blog:

<http://www.cityofmadison.com/Council/district3/blog/>

**From:** [Lemmer, Lindsay](#)  
**To:** [McGuigan, Patrick](#)  
**Subject:** Fw: Public comment on proposed change to Metro Route #33  
**Date:** Tuesday, March 10, 2020 5:25:13 PM

---

FYI

Lindsay Lemmer  
District 3 Alder  
she/her/hers  
district3@cityofmadison.com  
Sign up for updates from the District 3 blog:  
<http://www.cityofmadison.com/Council/district3/blog/>

---

**From:** Tim Wagner <tim.j.wagner@gmail.com>  
**Sent:** Monday, March 9, 2020 4:53 PM  
**To:** Mymetrobus; Lemmer, Lindsay  
**Subject:** Public comment on proposed change to Metro Route #33

This is a formal written comment to oppose the proposed service change to Metro Route #33, the reversal of the direction of travel over most of the route's journey. I've done a little amateur analysis of the ridership numbers and the routing, and this change overall negatively impacts far more riders than it positively impacts. I will admit that I don't have the sophisticated ridership analysis tools that the Metro planners do, just Google Maps and the March 2019 ridership numbers by stop and route published on the City of Madison's Open Data site. Therefore, there will be some discrepancies between my calculations and what your internal numbers may show. But overall, I doubt the story changes much between my amateur analysis and one done by the pros: most current riders will be adversely impacted by this change as their distance and time to the East Transfer Point (ETP) will be longer in both the morning and afternoon commutes than if the routing remained unchanged. I'm submitting this comment to both the Madison Metro email account as well as my alder, Lindsay Lemmer.

Since the ridership records only record people boarding the bus, I'm focusing my analysis on the morning commute. I went through and calculated a.) the distance from each stop to the ETP on the current routing, b.) the distance from each stop to ETP using the proposed routing, c.) the difference in the distance before and after the change, and d.) the difference in time spent on the bus assuming an average speed of 15.8 mph (which I obtained from the current time and distance from my stop to the ETP).

We'll start with the headline numbers. On an average weekday, 39.33 passengers will have a longer trip to ETP under the proposed routing than they do today. Only 15.67 passengers will have a shorter trip. That's more than a 2 to 1 ratio of passengers who will be harmed by the routing change than who will benefit from it.

But it's not just the number of people who will be impacted, but how severely they will be impacted. My own commute, from North Star at Orion, will increase by over an hour every week (6.84 minutes per trip X 10 trips). But of course, every other rider at that stop is experiencing the same impact, and that's the busiest stop among those impacted by the proposed routing change. If you put all our delays together, the proposed change will generate a total of 8.9 hours of longer bus rides for the passengers at that stop. In total, collectively among all riders, a total of 93 hours a week of longer trips will be generated by this change, while only 26 hours a week will be saved. That's more than a 3 to 1 ratio! All so a subset of that population can have better service to the new library? That doesn't seem to be worth it.

Obviously, there's tons of issues with my analysis. I've assumed that every rider goes to/from the ETP and commutes every day of the week. I don't have the tools to judge how the changes will impact ridership; obviously many of the people on the Merryturn end of things will switch to a different bus and shorter routes may induce new

ridership over in Door Creek. Clearly my analysis falls well short of a true environmental impact statement. Regardless, the net change of the proposed service modification will demonstrably make service worse for the new-urbanist densely populated Grandview Commons neighborhood with little gain elsewhere, which seems counter to what Metro's goals should be.

Thank you for your consideration. I assume that emails to city accounts have the attachments stripped out, otherwise I'd gladly share my spreadsheet.

Tim Wagner

**From:** [Lemmer, Lindsay](#)  
**To:** [McGuigan, Patrick](#)  
**Subject:** Fw: Question about proposed changes to Metro Route 32  
**Date:** Tuesday, March 10, 2020 5:25:59 PM

---

TC Agenda 03.11.20  
ITEM G.1.

FYI

Lindsay Lemmer  
District 3 Alder  
she/her/hers  
[district3@cityofmadison.com](mailto:district3@cityofmadison.com)  
Sign up for updates from the District 3 blog:  
<http://www.cityofmadison.com/Council/district3/blog/>

---

**From:** Laura Meierhoff McGuire <[lmeierhoff@hotmail.com](mailto:lmeierhoff@hotmail.com)>  
**Sent:** Monday, March 9, 2020 2:07 PM  
**To:** Beck, Drew; Lemmer, Lindsay  
**Cc:** Andy yahoo  
**Subject:** Re: Question about proposed changes to Metro Route 32

Thank you, Lindsay, for passing my question along, and thank you, Drew, for your quick response and the addendum. I'm glad to hear that Route 35 will not be significantly affected, since that is the route my husband (cc'ed here) takes to and from work everyday, along with many other passengers along the Acewood corridor.

Regarding Route 32, I can understand why this change has been proposed to better serve the new Pinney Library. While it certainly inconveniences those of us who are used to catching the bus along Acewood, I concede that we can still catch the bus if we walk farther and catch it at Cottage Grove and Acewood or on the far side of the route where it runs up Merryturn. This will work for most people, and I agree that the improved service to Pinney will be worth it. I acknowledge that making sure everyone has access to the new library is in service of the greater good, so I guess overall I support this proposal.

For me personally, though, this proposed change probably means I will stop riding the bus. My 2-year-old son and I enjoy riding the bus into downtown about once a week to go to the Children's Museum or Central Library or other events during the day. With the lack of service on Acewood, though, that will be simply too far for his little legs to walk to get to a bus stop, and we will stop doing that. But we are lucky that we ride the bus because we *\*want\** to, not because we *\*have\** to. I enjoy not having to deal with parking downtown, and he enjoys the experience of riding on the bus. The proposed route change means we will stop having that option, and we will have to drive downtown and add to congestion there. So it's inconvenient for us, but not the end of the world.

Thanks for your work on this issue and all the other proposed changes!

Laura McGuire  
4714 Goldfinch Dr.  
608-698-6904

**From:** [McGuigan, Patrick](#)  
**To:** [McGuigan, Patrick](#)  
**Subject:** FW: My comments to Transportation Commission RE public hearing on proposed August 2020 Metro route and bus stop changes  
**Date:** Wednesday, March 11, 2020 8:57:32 AM

---

**From:** [Rummel, Marsha](#)  
**Sent:** Wednesday, March 11, 2020 12:55 AM  
**To:** [Mymetrobus](#); [Rusch, Mick](#); [Lynch, Thomas](#); [Ann Kovich](#); [Tao, Yang](#)  
**Cc:** [SASYNADiscussions@yahoo.com](mailto:SASYNADiscussions@yahoo.com); [marqna@groups.io](mailto:marqna@groups.io); [FirstSettlementNeighborhood.org](http://FirstSettlementNeighborhood.org); [EC@capitolneighborhoods.org](mailto:EC@capitolneighborhoods.org); [Einpc](#)  
**Subject:** My comments to Transportation Commission RE public hearing on proposed August 2020 Metro route and bus stop changes

Please share my comments with the Commission.

Greetings-

I have received comments and had discussions with District 6 residents about the proposed changes to Metro Service. I have actively shared links on neighborhood listserves, neighborhood FB pages and my weekly alder update and encouraged residents to share comments with you.

1. Concerns about the relocation of Route 3 and 4 stop from MLK Jr Blvd to King St. The current stop conveniently serves the seat of local government and Monona Terrace and is also a major employment node. <https://www.cityofmadison.com/metro/routes-schedules/public-hearing-scheduled/route-3#mlkjr>
2. If Eastwood becomes the primary route, pedestrian safety improvements must be addressed immediately. I request TE study a potential signalized light at Russell and provide better pedestrian lighting. This is a fast road with very limited traffic breaks during peak travel time. Please don't agree to this change without capital budget commitments to improve the safety of the proposed Russell St bus stop and the Eastwood corridor in general. <https://www.cityofmadison.com/metro/routes-schedules/public-hearing-scheduled/route-3#atwood>
3. Eliminating service between Rutledge and Division is a reduction in service. Many daily Metro bus riders in this corridor feel abandoned. As one person commented, it will make it difficult for many to go grocery shopping without driving to nearby stores (Jenifer St Market, Willy St Coop and Woodman's) and make it more likely that the choice will be to drive in general. It also appears that Metro's preferred way to address neighborhood traffic calming requests in interior neighborhood streets is to eliminate service.
4. The Brearly St stop serves Wil-Mar Neighborhood Center which a social, political and cultural asset for the neighborhood. I would urge you to keep the Brearly stop.
5. The Rogers St stop serves Marquette Elementary and O'Keeffe Middle School. Metro bus stops should serve our schools.
6. Several people have mentioned that your data only show boardings and not disembarkings, a one-sided view of the data.
7. Why remove the bus stop at eastbound Blount St vs removing the stop at Jenifer/Willy? There

are hundreds of new residents on the north side of Willy St between Blount and Livingston. The map text indicates a future stop at Blair but it doesn't show it in green so it's not clear where it will be located. <https://www.cityofmadison.com/metro/routes-schedules/public-hearing-scheduled/jenifer-atwood-and-walter-bus-stops>

8. In addition, there are more boardings at Jenifer/Livingston than Jenifer /Willy. It may be okay to lose one of the two stops near the western end of Jenifer as long as you provide safe and accessible westbound service for the riders on the north side of Williamson.
9. I haven't heard from residents about proposed bus stop changes along Atwood Ave.
10. "Taken together, is it necessary to implement ALL of these changes in order to achieve the desired On-Time Performance of Route 3? Is it possible to institute BRT style queue jumping at a few intersections in lieu of closing stops?"

The last two questions are excellent. They raise another question for me. With the upcoming consultant study to recommend BRT routes, I understand the efficacy of transfer points will be reviewed. Getting to transfer points timely to serve all customers equitably is what drives many of the proposed changes. I'm sure you are all quite aware of this but I would hope that your decision in August will be informed by the possibility that timed transfer point facilities may be changed in the short to medium term.

Finally, thank you for your service and hard work-

Marsha Rummel  
District 6 Alder