

Harnish, Sharon L

From: wahc@tds.net
Sent: Thursday, May 26, 2022 3:58 PM
To: Transportation Policy Board
Cc: Laurie Meulemans; Mymetrobus; Jay Allen; Brecklin, Chad; Andrew McFadden; Ruth Zuber
Subject: Re: Southdale neighborhood service

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

This message has been forwarded to the board for its review regarding the Metro transportation plan amendment 16B.

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

From: "wahc tds. net" <wahc@tds.net>
To: "mymetrobus" <mymetrobus@cityofmadison.com>
Cc: "Laurie Meulemans" <Meulemans@countyofdane.com>, "Jay Allen" <jay.allen@fitchburgwi.gov>, "Chad Brecklin" <chad.brecklin@fitchburgwi.gov>, "Andrew McFadden" <Andrew.McFadden@Fitchburgwi.gov>, "Ruth Zuber" <ruth@mapleglenapt.com>
Sent: Thursday, May 26, 2022 3:51:26 PM
Subject: Southdale neighborhood service

On May 24, 2022, the City of Fitchburg Council unanimously approved amending the Metro plan to provide a direct bus service loop through the Southdale neighborhood via E. Badger, Pheasant Ridge, Deer Valley, Ski Lane, and Novation Parkway. The current language in Amendment 16B must be changed to reflect the full support decision of the Council to directly provide service to the Southdale neighborhood.

I manage a 130-unit low-to-moderate-income property along Deer Valley Road and am writing to represent our families. Over 43 of our residents signed a petition supporting continued service. There are over 600 units in Southdale and many of our lower-income families rely on public transportation. Service to Southdale is imperative and Fitchburg has voiced its agreement. We urge passage of the amendment as approved by Fitchburg.

Mick Mullee

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Mick Mullee
President
Wisconsin Affordable Housing Corp

5402 Flad Avenue
Madison WI 53711
608-239-8137
[mailto:wahc@tds.net | wahc@tds.net]

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Mick Mullee
President
Wisconsin Affordable Housing Corp

I am a 30-year resident of the South Madison neighborhood. I strongly support the 4-E option.

Thank you,
Gregg Williard

Gregg Williard g_williard@yahoo.com

Harnish, Sharon L

From: Gregg Williard <g_williard@yahoo.com>
Sent: Thursday, May 26, 2022 11:44 AM
To: Transportation Policy Board
Subject: Bus Service in South Madison

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

I am a 30-year resident of the South Madison neighborhood. I strongly support the 4-E option.
Thank you,
Gregg Williard

Harnish, Sharon L

From: Janet Murphy <janetmusicrn@gmail.com>
Sent: Thursday, May 26, 2022 5:17 PM
To: Cechvala, Michael; Evers, Tag; Carter, Sheri; Transportation Policy Board
Subject: South Madison Bus Routes

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I am a great supporter of the Madison Metro redesign and especially the BRT. I am especially excited to see BRT-lite coming up S Park ST soon.

I have been impressed by how much listening and adjusting the planners have done. The planners know much more about riders and streets than we lay people do. Please follow what they say is best for everyone in the community.

Thanks for all your hard work,
Janet Murphy
South Greenbush

Harnish, Sharon L

From: Richard Jerrard <rjerrard8@gmail.com>
Sent: Thursday, May 26, 2022 9:33 PM
To: Transportation Policy Board
Subject: Romnes Apartments / Olin Ave Bus Stop.

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

Hello and thanks for taking my notes on the Metro Transit Redesign,

My name is Richard Jerrard. I didn't complete a survey because I wanted to prepare some specific comments about my neighbors, some of whom do use the bus network. I don't use it; I am retired and I own a car.

I will limit my comments to the Romnes apartments at 540 Olin, where I live. We currently have a bus stop right outside the building on Olin. This stop, and its route are scheduled for elimination.

It is quite possible that Romnes has fewer transportation challenges than in recent years. A couple of my friends here have passed away recently, and another shipped out to a memory care facility in Sun Prairie.

So I can't honestly say that I have a lot of friends that will struggle with no bus service. And many (including me) use the Paratransit, and / or taxicabs to get to medical appointments.

For those of you who are unfamiliar with the facility, it is an accessible building: large elevators, tile floors throughout, no thresholds in the doorways. It is designed for older people with mobility issues, and health problems. My point is that any perceived gain in the average Romnes resident's mobility is probably fleeting and temporary.

The building is also a polling place, and we all know these democratic institutions are under partisan attack across the state. To my astonishment, the building has recently served as a remarkably popular Covid clinic, with nursing staff visiting the facility to provide vaccinations to residents and other members of the community. I thought they would get three people, and they got dozens and dozens; they're having a follow-up clinic as I write this. So the building is a productive community destination as well as a residence facility.

So I would advocate for the bus stop on Olin, but not necessarily the entire route, to remain.

This is kind of a complex issue, with the laudable Bus Rapid Transport (BRT) system grant driving the process. The East-West BRT appears to be largely finalized, while the North-South is undetailed and conceptual. And both are to be transitioned into, and incorporated into, the Metro Transit Redesign. To me, the BRT is highly commendable for environmental reasons, but we have to be a little careful that we don't lose more service than we create.

The East-West BRT looks good. I'm especially impressed with the MATC loop, that avoids the Stoughton Road / East Wash intersection completely, and stops right in front of the school. I would bet a cup of coffee that this will be safer, more efficient, and possibly even faster than a route straight down East Washington. This is the sort of engineering I like to see, its not going to be free but the staff is obviously considering all the variables to make the route a success. But I don't really get that feeling about the rest of the plan.

As for the North-South BRT, I don't think this will provide service to the people at Romnes who are not physically (and mentally) fit. Romnes is only 3 long, or 4 short blocks from Park St. But the intersection there is already a mess, and I don't expect the BRT N-S line will want to stop near that point.

But, I don't wish to suggest any changes, because I don't think those enormous articulating buses will get around here even if you tried. So my proposed solutions will apply to the local routes, not the BRT lines:

1) Adding Olin to the G route would be especially helpful, as it passes Walmart in Monona and continues to East Towne. I'm not a big Walmart fan but people are going to want competitive relief from high grocery prices etc. at some point.

But the G route is not really practical. You would have to head north to Olin from the South transfer station, then try to make the corner at Olin - I'm not sure that could be done in a contemporary bus. Otherwise come south on Fish hatchery to Park, then back south on Park to a much easier left turn on Olin - then wind back to Rimrock. It could be done, but the time added would likely goof your efficiency goals completely.

Another point I would make though, is the service on Olin could be hourly, and serve as well. It would not need to run at peak hours, and indeed could be serviced after the peak-hour buses were released from rush-hour duty. The residents here typically have to go somewhere, but it often doesn't have to be at a particular time. So that factor may help you shoehorn some lesser but valuable bus service into the community.

2) What might be better / more feasible than stretching the G route north to Olin, is to have a feeder route that runs along Olin, and picking up some of the other neighborhoods to the south, between Olin and Badger; along Fish Hatchery etc. I wouldn't be surprised if you get requests for service from the high-density area west of RimRock, though you've got the edges of that area covered.

What I'm thinking of is a route similar to Route P - route P circles the high-density area immediately north of East Towne. This is a feeder route, as opposed to a through, BRT-style line. Run one of these once an hour off-peak, head past Walmart maybe, with stop(s) on Park to transfer to the North-South BRT, a stop on the G route to connect to East Towne, and you've got the neighborhood much more covered.

Thank you for your consideration. I do not plan to speak at the public meeting, but I would if requested. And I would be happy to detail these plans out, or answer questions if desired.

Richard Jerrard
540 W. Olin #132
Madison WI 53715

From: [Gillian, Barb](#)
To: [Transportation Policy Board](#)
Subject: metro redesign - south side O route
Date: Monday, May 30, 2022 5:58:56 PM

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

I support option 4E of the O route for south Madison. The south side has many people who are dependent on public transportation and we deserve a route that includes Capitol View and Brams as well as Bay Creek. The south side currently has terrible access to public transportation and the proposed changes will make it worse. It is not reasonable to expect people to walk close to a mile to get to a bus route. The north/south BRT is not a reality yet, nor do we have any idea how far away a BRT stop will be.

The city forced a major expense on the residents in Capitol View just a few years ago by claiming that because Koster/Rusk was a bus route that it was required to install sidewalks. Now that the city got what it wants at the expense of a low income neighborhood, it is not OK to eliminate the bus route through Capitol View.

At all the south side meetings with Metro staff there has been strong support for an option like 4E to provide easy and frequent service to ALL the south side neighborhoods. Please provide equitable service to those of us who don't live on the already well served prosperous east/west corridor.

Barbara Gilligan
2009 Sundstrom St., Madison WI 53713

From: [Jenny](#)
To: [Transportation Policy Board](#)
Subject: support for 4E
Date: Monday, May 30, 2022 2:39:22 PM

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

Hello,

I would like to voice my support for route 4E. The current planned routes do not include bus stops in the Brams and Capital View neighborhood and therefore is not user friendly nor conducive for riding the bus. The bus needs to have stops within their neighborhood to allow adequate access to public transportation (which is desperately needed). 4E would include bus stops serving Fish Hatchery residents as well. I understand the transit committee not wanting to make routes 'too long'. I can tell you, as a person who rides the bus (13 and 44), it is well worth the extra 5 minute bus ride to increase access to south Madison residents.

I realize a major improvement within the Transit plan is increasing the bus service to every 15minutes. But even if the bus comes every 15 minutes, if you can't get to the bus, the increased frequency won't help these residents.

Please consider these South side residents when planning bus routes, vote for 4E.

Respectfully,

Jenny Hayes
534 Spruce Street

From: [Luna Lightspeed](#)
To: [All Alders](#); hulsemann.kierstin@countyofdane.com; [Transportation Policy Board](#); [Mymetrobus](#)
Subject: Metro Redesign, please support 16C
Date: Friday, May 27, 2022 4:32:24 PM

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

Greetings all,

By day, I am a Community Social Worker in the Southdale neighborhood and have worked to support South East Madison for almost 20 years. Outside of work, I am a Dane County resident. I email you as a private citizen, worried about the reduction of Metro service to the Southdale neighborhood. There are currently multiple amendments proposed related to the area, 16A, 16B, 16C and 17B. **Amendment 16C is the one that Southdale residents and City of Fitchburg Common Council support, as it provides the best service to the area.** 17B would also be great, and it has gotten lost in the focus on 16C. Metro recommends 16A as it fits best in the overall plan, but it puts one lonely bus stop to serve the entire neighborhood, in an undeveloped area, away from where people actually live, with safety and accessibility concerns.

Southdale is an isolated neighborhood on the south side of Madison, just off of Rimrock Road that currently belongs to the Town of Madison, and will be annexed by the City of Fitchburg on October 31, 2022. Southdale residents have the burden of convincing both the City of Fitchburg and the City of Madison to support continued service, even though neither are currently responsible for the area. They have earned the support of the City of Fitchburg, as the now Common Council supports Amendment 16C. They do not have a City of Madison alder to represent them, so I send this email to ask your support to uphold their voices for the Metro Redesign Public Hearing and Madison Common Council meetings. Supervisor Hulsemann has been supportive of service for Southdale as well. Thank you!

In this small area, it is 90% rentals, with over 800 apartment units, with many hard working black, brown and white families and individuals. We also have many disabled and elderly residents, including a 16 unit building dedicated to people with disabilities. School aged children attend Frank Allis, Sennett and LaFollette, which are very far away from the neighborhood. Residents use the current Route 16 to get to school, work, medical appointments, grocery store and everywhere. There are currently approximately 20 stops (including both directions), about 160 riders per day, 800 riders per work week and ridership data demonstrates the need for the service. See link below for data chart and source. To remove the service to the neighborhood would be an equity issue due to the demographics of the area.

Additionally, there are other low income areas in the City of Madison that are significantly impacted by the redesign. Some have advocated and received support, while others may not even know what is happening and will suffer when the plan gets implemented. We need an equity assessment of the plan, to ensure that Madison and Dane County's most vulnerable residents are not disproportionately impacted by this redesign.

The City of Fitchburg supports Amendment 16C and has committed to funding it. Amendment 16C costs nothing for the City of Madison, and it is priceless to Southdale residents. Please support Amendment 16C.

I thank you for your consideration and support,

Laurie Meulemans
Dane County Resident
608-579-3336

data chart:

<https://docs.google.com/spreadsheets/d/1uZeCr6vtS2Euxg0TefoPnoTocYO65bvVBgbODRbcO40/edit?usp=sharing>

source:

<https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=61872bbc0107482a91115a3ce21fa1aa>

To: Transportation Policy & Planning Board
From: SMPC & South Madison Unite! for South Side neighbors
Re: Item 1, Amendment 4
Date: May 26, 2022

Alternative 4E: Combining 4B and 4D

Metro's website displays Amendment 4D as the city's preferred selection for South Madison with this announcement in red: Staff recommends [4D], pending input from the South Madison Planning Council on May 16, 2022. A previous e-mail to a citizen from Metro Transit staff also stated that the May 16th SMPC meeting would be an appropriate venue to discuss the alternate routes proposed by Metro Transit as well as the alternate routes proposed by the community.

In preparation for engaging in a productive discussion about Route "O" with Transit planning staff on the 16th, a South Madison resident submitted Alternative 4E as the South Side's input, combining the section of 4D that runs along Fish Hatchery with the section of 4B that runs through Capital View and Bram's Addition. According to staff, Alternative 4E adds 5 minutes to their favored Alternative 4D route. The graphic for Alternative 4E submitted prior to May 16th includes travel on West Wingra Drive between Fish Hatchery Road and Mills Street. This graphic was based on Metro's original graphics for Routes 4A and 4B as displayed at the South Side Public Meeting on March 17, 2022. Staff's maps included two-way travel on West Wingra between Mills and Beld streets. Travel along West Wingra Drive is not required for Route 4E to provide transit service to Capitol View and Bram's Addition and neighbors' amended 4E is attached.

Reasons Why the South Side Endorses Alternative 4E

Endorsed by those present at the SMPC meeting on May 16, 2022, Alternative 4E is the only option presented so far that meets the needs of all South Side neighborhoods. SMPC members represent the entire South Side community. We do not favor the needs of one neighborhood over another. That is why neither Alternative 4D, staff's favored choice, which cuts service to the neighborhoods of Bram's and Capitol View, nor Alternative B, staff's alternate choice, which cuts service to the neighborhoods along Fish Hatchery Road, has SMPC's endorsement. The community and SMPC members lobby the Transportation Planning & Policy Board and the Common Council to select a single amended Alternative 4E that provides local service to the Capital View, Bram's Addition, Burr Oaks, Bay Creek (Romnes), Greenbush, Vilas Neighborhoods, as well as Vilas Park and Zoo.

We refer Transit staff, the Transportation Planning & Policy Board, and the Common Council to the South Side's letter dated April 5, 2022, endorsed by SMPC, which details the hardship that the elimination of local bus service presents to South Madison neighborhoods. This letter advocates for the necessity of easy access to local bus service throughout the South Side to connect the entire community to local shopping, doctors' visits, childcare, work, and social life. It is important to note that for many Route 4E would provide transit access to South Madison's only full-service grocery store located at the Truman Olson development, which is slated to open in spring 2023.

Alternative 4E is Consistent with the Route Redesign Goal of Providing Transit Equity on Madison's South Side

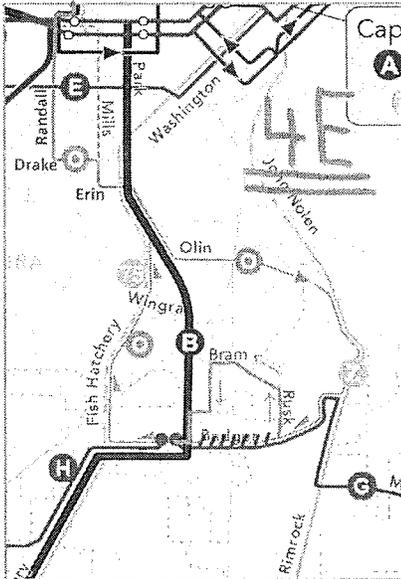
1) Local coverage is the only easily accessible form of bus transit for many people who live in South Madison's low-income communities. Alder Carter said at the May 16th meeting that 70% of South Siders use the bus as their primary means of transportation. Route "O," Alternative 4E follows the path through Bram's Addition and Capital View presented by Alternative 4B and also by current Route 13.

2) Local coverage/easy access to local bus service is more important than increased frequency of service to many people on the South Side, who will face the trade-off of walks of up to three-quarters of a mile to and from 15-minute bus service on South Park Street under the proposed redesign. For many, total trip time will become much longer than the trips they take under the current system when one factors in walk time. In fact, for seniors and people with disabilities, transit use without Alternative 4E may become impossible.

3) Local coverage provides essential interconnectedness within the community through access to the future supermarket on the Truman Olson site, South Park Street businesses, as well as food pantries, healthcare offices, and nonprofit and city/county providers of assistance in South Madison.

The South Side supports eliminating duplicative routes along the E/W BRT corridor. However we insist that South Madison's disadvantaged communities should not be deprived of essential local bus service to fund the BRT. This goes for low-income areas on the North Side and elsewhere in Madison as well. The city delivered a promise to its citizens to meet the needs of all Madison residents and in particular to increase transit equity to peripheral low-income communities of color with the redesign. The City needs to uphold its promise and to allow its citizens a meaningful voice in the redesign.

ATTACHMENT A: SOUTH SIDE'S PROPOSED ROUTE "O," ALTERNATIVE 4E



ATTACHMENT B:

To: Transportation Policy and Planning Board

From: South Madison Neighbors

Re: Impacts of the elimination of service provided by Bus Routes #13 and #4 on South Madison

Date: April 5, 2022

After reviewing the latest draft plan, dated March 5, 2022, and meeting with city transit planners, the undersigned residents of South Madison (representing Bay Creek, Bram's Addition, Burr Oaks, Greenbush, and Capitol View) wish to express our concerns about the proposed discontinuation of the service provided by Bus Route 13 and 4, which currently run through our neighborhoods.

AREA SERVED BY ROUTE 13

Currently, Route 13 forms a backwards "C" in South Madison and serves the moderate to low-income residential communities of the south portion of the Bay Creek, Bram's Addition and Capitol View Neighborhoods. Route 13 goes as far east as Rimrock Road and John Nolen Drive, as far south as West Badger Road, and as far west as South Park Street. The route also bisects Bay Creek along Olin Avenue; Capitol View along N. Rusk Avenue and Koster Street; and Bram's Addition along Bram Street, Fisher Street, and Buick Street. Part of the Capitol View neighborhood contains an area where WI DOT data shows a large portion of non-drivers.

The furthest reaches of Bay Creek's residential area are approximately $\frac{3}{4}$ of a mile from South Park Street, necessitating a walk of up to 20 minutes or more each way. Portions of Capitol View would be $\frac{2}{3}$ of a mile from the closest bus stop on South Park Street. The walkability of the area is variable due to the rise along Olin Avenue and Beld Street to Park Street and the absence of sidewalks along a portion of N. Rusk Avenue. Capitol View residents wishing to ride the newly proposed "G" route would need to walk to West Badger Road via N. Rusk Avenue, a 700-foot portion of which does not have sidewalk and crests a steep hill. There is no firm commitment from the city to install the missing sidewalk. Additionally, access to the proposed new bus service heading south on South Park Street will require residents of these neighborhoods to cross South Park Street with its heavy and rapidly dangerous traffic flow to ride the new "B" bus on South Park Street.

AREA SERVED BY ROUTE 4

Currently the southern portion of Route 4 bisects Burr Oaks along West Badger Road and then travels north along its western periphery on Fish Hatchery Road until it meets South Park Street at Parr Street. It then travels north on South Park Street to Erin Street, to Mills Street, and then to the UW.

The furthest reaches of Burr Oaks along Fish Hatchery are approximately ½ mile from South Park Street, necessitating a walk of up to 15 minutes each way. The non-grid-like and winding nature of many of the residential streets in this neighborhood, such as Sequoia Trail and Fish Hatchery Lane, will make for longer walks from the interior residential streets. Access to the proposed new bus service heading north will require some Burr Oaks residents to cross South Park Street.

FACILITIES SERVING THE COMMUNITY WITHIN EASY WALKING DISTANCE OF TRANSIT SERVICES PROVIDED BY ROUTES 13 & 4

The neighborhoods served by Routes 13 & 4 include significant numbers of low-income residents, including senior citizens and persons with disabilities, as well as are the following public services, facilities, and affordable accommodations:

- Madison CDA's Romnes Apartments, Journey Mental Health Center, Goodman Park/Pool, and Family Services (Olin Avenue);
- Park Village Apartments, Ridge Apartments, the Catholic Multicultural Center with its food pantry/free meal (Beld Street);
- Bram Hill Apartments (Bram Street)
- Boys & Girls Club (Fisher Street);
- Neighborhood House (S. Mills Street);
- St. Mark's Church with its food pantry and Friday noon meal service (Spruce Street);
- Madison Mobile Home Park (south of Honeysuckle and West of Rusk);
- Low-income housing complexes on Baird and Fisher streets, and naturally occurring affordable housing units scattered throughout;
- Centro Hispano and Burr Oaks Senior Apartments (West Badger);
- Sunshine Family Daycare (Catalpa Road);
- St. Vincent de Paul Food Pantry, Shenandoah Apartments, Wright Middle School, SSM Health's new clinic (Fish Hatchery);
- Goodman Library, Urban League, Access Community Health (South Park)
- The Arboretum (N. Wingra Drive); and
- Vilas Park and Zoo (Drake Street).

We believe that, while eliminating Routes 13 and 4 may not prove an inconvenience to those who have easy pedestrian or cycle access to Park Street—many seniors, people who have physical disabilities, and individuals who are of low-income, rely on bus service through the South Side neighborhoods for meeting their daily living needs and will experience the absence of bus coverage throughout South Madison as a life-changing and insurmountable burden. We feel the system redesign will create a hardship for the following groups of people.

PEOPLE OF LIMITED PHYSICAL ABILITY/THOSE WHO HAVE A DISABILITY/THE ELDERLY

The South Side has a large population of residents who experience health disparities due to race, age, or income. For citizens with limited physical/cognitive ability, the long walk to South Park Street to catch a bus will prove to be an impediment to accessing public transportation. Summer heat will make the walk exhausting and dangerous while winter temperatures and street conditions may make the route impassable and dangerous.

PEOPLE OF LOW-INCOME

South Madison enjoys a considerable amount of naturally-occurring affordable housing, much of which is located in Bram's Addition, Burr Oaks, and Capitol View. Many people of low-income who live here rely on public transit to get to work, to childcare, to doctors' appointments, and to purchase affordable food. For many low-income residents and people of color who live and work in South Madison, the elimination of Routes 13 and 4 will decrease their ease of access to work, childcare, shopping, doctors, etc. and increase their reliance on other more costly forms of transportation.

FAMILIES AND YOUNG CHILDREN

South Madison also has a large number of families. For young people arriving at Goodman Park or Family Services on Olin Avenue, and Vilas Park or Zoo on Drake via public transit, and perhaps eventually the Alliant Energy Center, the walk to and from Park Street may prove an impediment to getting to the pool, parks, or zoo in the heat of summer, or to the ice-skating and hockey ponds in the cold of winter. This will create inequitable access to utilizing free and affordable community recreation spots intentionally designed to remove barriers and increase access to all families in Madison.

AT ODDS WITH THE SOUTH MADISON PLAN

In addition, the elimination of Route 13 is at odds with elements of the South Madison Plan. The recently completed South Madison Plan Update included a height map for South Madison as well as a proposed revised land use for the Olin Triangle. Both presume full-time public transit to the area. Conceptual plans for the east end of Olin Avenue and the areas surrounding the AEC also have presumed the availability of full-time public transit as a standing amenity that will serve the residents of the proposed new housing to lessen dependence on cars. For reference, the Olin Triangle will be 0.8 mile from the nearest full-time bus stop on South Park. We are additionally concerned about the impact of the elimination of public transit along Olin Avenue on development plans for South Madison and the impacts of additional car traffic in areas where bus routes have been eliminated. The city appears to be working at cross purposes to itself, weighing the merits of development proposals based on their proximity to public transit—even proposing changes to the land use map—when plans for eliminating access to adjacent bus service are underway.

THE NEED FOR MORE PARATRANSIT

Finally the new system redesign would seem to create the need for more paratransit, required by law for those with disabilities, who are a protected class. We are concerned that without additional funding to provide additional paratransit service, people will not have access to this needed service. We are also concerned that there will be individuals who do not fit into one of the three categories to be eligible for paratransit, who may still be disadvantaged because of the redesign—i.e. people who can no longer walk the distance to and from a bus stop. It should be noted that paratransit service must be scheduled at least a day in advance.

IN CONCLUSION

The transit system redesign is just the first step toward a regional transit system planned for realization by 2050. Certainly, bus service running up and down Madison's major arteries presents advantages; but, as laid out in the draft plans, the cost of achieving this goal is the elimination of some essential local bus service.

We feel that Madison should be looking at ways of preserving local bus service to the neighborhoods of South Madison currently served by Routes 4 and 13, routes on which transit-dependent residents rely. For example, might it be possible to retain much of the service provided by Routes 13 and 4, by running service through Capitol View, Bram's Addition, and Bay Creek to Park Street and then through the Greenbush and Vilas Neighborhoods to the UW. Thanks for your time and attention to our perspectives.

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Harnish, Sharon L

From: South Madison <southmadison.unite@gmail.com>
Sent: Friday, May 27, 2022 11:39 AM
To: Transportation Policy Board; Richter, Jeff
Subject: Please post to Legistar for TPPB meeting, May 31, Item 1
Attachments: Letter to TPPB re Metro Route Redesign from South Madison.pdf

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

Thank you for posting the attached file/letter to Legistar file 71227 for the 5/31 meeting of TPPB, Item #1 concerning the Metro Route Redesign. This letter represents the input of those in attendance at the 5/16 meeting called by SMPC to discuss Amendment 4 options. It is endorsed by the SMPC Board and by citizens organized under the banner of the grassroots South Madison Unite!

We see that other emails sent per the instructions on the meeting registration page to TPPB for review at the 5.31 meeting, Item 1 have been summarized into a bulleted list prepared by Metro. We request that this letter with attachments appear on Legistar for this meeting in its entirety as attached.

Thanks,
Carrie Rothburd, South Madison Unite!
Jeff Richter, SMPC

From: [Josh W. Jenkins](#)
To: [Transportation Policy Board](#); [Mymetrobus](#); [All Alders](#)
Subject: Metro Redesign and Inequity
Date: Tuesday, May 31, 2022 9:36:06 AM

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

To City of Madison Metro and Alders: May 31, 2022

I'm a resident of Southdale and together we're asking for your support to preserve Metro bus service in our community. Southdale is a community of apartment complexes and small homes with roughly 1800 residents in the Town of Madison. Our community is a majority Black and Brown families. We are a dense and diverse urban community, and the Metro redesign draft would virtually eliminate our bus service.

Our neighborhood is heavily bus dependent and many residents don't have reliable access to personal cars. Southdale is an isolated community with already limited access to any basic services. We have to travel miles to reach grocery stores, medical clinics, laundry, childcare and our schools. Our community uses the current Route 16 every day for basic needs. People use mobility devices to access this route every single day. Families use the bus for errands and essentials. Grade school, middle school and high school youth use the bus multiple times a day. Briarpatch Youth Services, elder housing and Porchlight housing are all located here and residents there are very bus dependent. We currently have access to a bus stop within 2 blocks of most homes. We deserve accessible and safe access to the bus that is possible in any weather.

WE SUPPORT AMENDMENT 16C FOR SOUTHDALE. The other route options have been unanimously opposed by a coalition of renters, homeowners and business leaders, as well as the entire Fitchburg Common Council. Amendment 16C on Route G is our only viable option.

Our neighborhood is served by a transit loop Metro would like to eliminate from direct service: a route that departs from a thoroughfare and passes inside residential streets. Metro has declared that this kind of service conflicts with system-wide goals to increase bus frequency. The Draft Plan states walking greater distances is an acceptable cost to increase bus frequency in some areas. But if we can't access the closest bus route, what good is increased bus frequency?

We join residents around the city to say that our service is not optional. We understand Metro's goals, but we maintain that the new "ridership" model would be a huge blow to our community and many others in Madison and surroundings. Metro claims to be preserving service within ½ mile of low-income neighborhoods, but we say ½ mile is too far. For a community of elders, disabled folks, children, youth and families, 10 blocks is too many. This plan would exacerbate inequalities many in our

community already face. The proposed plan for Route G would not be equitable.

Our community has attended and testified at 4 public forums, and have been unanimous: our service is not optional, and the Metro Redesign needs to be amended based on a valid equity study and community feedback. The Fitchburg Common Council voted unanimously in our favor at last Tuesday's hearing on the Transit Plan and Metro Redesign. The Fitchburg Council rejected the 2 Amendments proposed by Metro, declaring that "this service is a community NEED, it is not a want." Fitchburg voted in favor of the most coverage for Southdale, and affirmed that the cost was acceptable given the essential nature of the bus service.

Yet after this critical vote on 5/24 at Fitchburg Common Council, Madison Metro representatives declared they would NOT support Amendment G3 (16C), and would instead recommend cutting direct service to Southdale. What can we do as a community to convince Madison Metro that our service is NOT OPTIONAL?

Federal regulations state that transit redesign needs to have an accountable and accessible public feedback process. We say that this Redesign process has been rushed, with very limited outreach, if any, to areas targeted for service cuts. In the Southdale community, we only had our first public hearing of any kind on May 11. Now on May 31, we're facing Metro's "Final Hearing." 3 weeks is not enough time to solicit, receive and incorporate community feedback.

After participating in 4 meetings in 3 weeks, Southdale residents now face testifying in the City of Madison at 3 more public hearings in the next 2 weeks. This is an undue burden and doesn't meet criteria for an open, public process that is accessible to working families. Close to 30% of the community are native Spanish-speakers. Yet in the current Metro Final Hearing, there is no online information in Spanish, no means to sign up to testify in Spanish, no forms in Spanish. At most of the meetings in the last 3 weeks, community members have had to provide our own interpretation services so our neighbors could understand the proceedings and testify. This is NOT accessible.

We declare that Metro is violating civil rights of low-income, Black, Brown, disabled, elderly and youth community members with the Metro Redesign.

- **The process is rushed and inaccessible, crucial steps are English-only, and overall it's unreasonably complex. Outreach was ineffective in most low-income areas facing cuts.**
- **The Redesign expands service for suburban, campus and Isthmus communities, while cutting service for already-isolated neighborhoods and low-income enclaves. Low-income areas are being excluded from the process.**
- **Against the guidance of the MPO, Madison Metro combined 2 distinct "Low**

income” populations: college campus residents, and generational low-income communities. This will not represent actual gains and losses in the most targeted populations.

SOUTHDALE COMMUNITY HAS 5 DEMANDS FOR MADISON METRO AND THE CITY OF MADISON:

- 1. WE SUPPORT AMENDMENT 16C as the ONLY viable option for our community.**
- 2. WE SUPPORT AMENDMENT 4E in the Bram’s Addition neighborhood.**
- 3. WE SUPPORT AMENDMENT 13 in the Allied Drive area.**
- 4. WE SUPPORT A REVISED AMENDMENT 9 based on Northport community feedback.**

- 5. WE OPPOSE THE DRAFT PLAN, AND DEMAND METRO RETURN TO PREVIOUS STEPS IN THE PROCESS.**
 - We need a valid and thorough equity study prioritizing service in “generational” low-income communities.**
 - We demand the “equity” portion of the draft plan to be analyzed without combining university student populations and generational low-income neighborhoods.**
 - We need effective outreach and dialogue in low-income communities that face service cuts.**

Thank you very much,

Josh Jenkins

2609 Country Rose Ct #3
Madison, WI 53713