

From: [Cheylene Schank](#)
To: [Transportation Policy Board](#); [Mymetrobus](#); [All Alders](#)
Subject: Amendment 16C
Date: Tuesday, May 31, 2022 1:09:12 PM

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To whom it may concern:

My name is Cheylene Schank and I live on Ski Court in the Southdale neighborhood. I learned that the number of bus stops may be greatly reduced in our area, and I'm very concerned about this. We do not have a grocery store or job opportunities in the area, and some people depend on taking the bus to these locations, as well as school. Some people have disabilities and cannot walk several blocks to take the bus.

This neighborhood is very much cut off from the community, and it is not a wealthy neighborhood with many resources either. Please do not further restrict access to the greater community as it would impact people here a lot.

I am writing too strongly urge you to approve Amendment 16C in Southdale so that our bus stops are not greatly reduced. Thank you for your consideration.

Sincerely,
Cheylene Schank

From: [Ruth Zuber](#)
To: [Transportation Policy Board](#)
Subject: Amendment 16C
Date: Tuesday, May 31, 2022 1:23:36 PM

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Hi there,
Please keep 16C in our neighborhood. Buses are really needed in our Southdale neighborhood and we have full support from City of Fitchburg.
Kind Regards,
Ruth Zuber
212 Deer Valley Rd.
Madison, Wi 53713

From: [caitlin](#)
To: [Transportation Policy Board](#); [Mymetrobus](#); [All Alders](#)
Subject: Metro Redesign
Date: Tuesday, May 31, 2022 2:00:48 PM

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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.**

Best,
Caitlin Yunis
2609 Country Rose Ct
Madison, WI

From: [Rusch, Mick](#)
To: [Harnish, Sharon L](#)
Subject: for legistar - FW: Public Hearing - Transportation Policy and Planning Board - May 31 at 6 pm
Date: Tuesday, May 31, 2022 1:53:29 PM

From: e. o'brien
Sent: Tuesday, May 31, 2022 1:46 PM
To: Carter, Sheri
Cc: Metro Redesign ; Shelia Stubbs ; Arturo Ambriz
Subject: Re: Public Hearing - Transportation Policy and Planning Board - May 31 at 6 pm

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

Hi Sheri,

Thanks for this reminder. I can't make the meeting but will reiterate my concerns that this redesign reduces already limited current transit service for the Bridge Lake Point Waunona (BLW) neighborhood with no apparent improvements to offset the changes.

As you'll recall, when the city was investing in the latest affordable housing complex in this neighborhood, the lack of access to efficient, all-day, transit was one of the concerns. Many argued that these investments should be accompanied by transit improvements to ensure our residents had better access to jobs, groceries, and other amenities. At the time, the only direct access to downtown from BLW was on Route 12 during weekday commuter hours. So from BLW to downtown in the morning and back late afternoon. To get anywhere else, we had to go through a transfer point.

This plan eliminates Route 12 altogether, meaning there will now be ZERO ability to take a bus downtown directly from our neighborhood.

This very significant change was not clearly articulated in the draft plan released for public review and comment. The reason is that the entire discussion comparing the existing and proposed network was based on service available **weekdays at noon**. BLW never had this service, so a comparison of the maps on pages 5 & 6 suggests there is no change. Discussion on changes to commuter or peak hour services appears to be absent or buried.

The plan cites improved access to jobs and equity improvements as the major drivers of the proposed revisions. These are appropriate priorities, but the benefits are derived disproportionately. Though it's difficult to decipher, the graphic on page 8 appears to suggest that the changes in service for BLW result in either no increased access to jobs, or possibly reduced access to jobs for BLW residents.

These reductions do not comport with the demographics and needs of this neighborhood, which include disproportionately high per capita units of subsidized, low-income housing and high percentages of households where families are eligible for free or reduced lunch (I don't have the stats handy but I'm sure the city planners have easy access). In other words, the draft transit redesign did not address BLW equity issues. I saw nothing to address this in the alternatives document either.

My final concern is that, while I agree with and support prioritizing access to jobs, there are

other reasons that access to downtown is important. Downtown is the seat of Dane County and Madison government and many of the services BLW residents need access to. While there may be "more" jobs available in other communities, government and university jobs may provide some of the best pay, benefits, and opportunities. Access to the university is essential for education, and programs at both the university and state capitol offer abundant, FREE, opportunities for individual and family enrichment (arts, culture, etc...).

I can appreciate the difficult task of designing a cost-effective and reasonably fair transit system for the entire city. But it can't all be about the *most* access to jobs for the *most* people. Even if it means operating at a loss for some neighborhoods, the system should not leave disadvantaged communities behind. BLW residents have long deserved better transit options. This proposed network redesign takes things in the wrong direction.

Thanks for your consideration of these comments. I've copied a couple of our community's leaders in case they have additional ideas or concerns.

Regards,
Erin O'Brien
608-695-7511

From: Carter, Sheri <district14@cityofmadison.com>

Sent: Monday, May 30, 2022 6:09 PM

To: Carter, Sheri <district14@cityofmadison.com>

Subject: Public Hearing - Transportation Policy and Planning Board - May 31 at 6 pm

Good Afternoon,

This is the last public hearing prior to this item moving forward to the Common Council. The routes that are most concerning are the "equity" routes (North - South). Maybe you attended the Community meeting I hosted and/or the South Metro Planning Council May 16th. The consensus was to support the amendment route 4E which best service surrounding neighborhoods in South Madison.

However, there are still concerns with routes in other district 14 neighborhoods (Bridge LakePoint Waunona, Moorland-Rimrock, Leopold, and Indian Springs).

If you are unable to attend this meeting, please email me your concerns.

You can also email for Metro staff: MetroRedesign@cityofmadison.com

Public Hearing

A virtual public hearing will be held **Tuesday, May 31 at 6:00 pm** in front City of Madison Transportation Policy and Planning Board to discuss the **proposed network redesign expected to go into effect in June of 2023.**

[Watch Meeting](#)

Copy meeting link: [Madison City Channel - Transportation Policy and Planning Board: Meeting of May 31, 2022 \(cityofmadison.com\)](#)

Alder Sheri Carter

District 14 - Madison Common Council

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