
From: Rusch, Mick
Sent: Monday, June 6, 2022 3:02 PM
To: Stammer, Jessy
Subject: 1-FW: comments on Metro redesign

From: Beth Harper <bethlikesbooks@yahoo.com>

Sent: Monday, June 6, 2022 10:37 AM

To: Metro Redesign <MetroRedesign@cityofmadison.com> **Subject:** comments on Metro redesign

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I am a transit-dependent rider in the Regent neighborhood. I don't have a driver's license. I have been as well-served as anyone by the current bus routes/system (which still means inconveniences).

I appreciate the efforts to redesign the system, and especially the focus on equity, in terms of race and income. So though the new bus system as currently laid out would make my life more inconvenient (less direct access to my workplace on State Street, and less frequent service on evenings and weekends), I'm trying very hard to come to peace with those redesigns.

I am concerned with a few things about the process and considerations.

One, I feel the income analysis is a bit disingenuous. The downtown area and areas just south of University Avenue between Breese Terrace (I'm guessing) and Whitney Way are indicated, on the 8th page of the draft plan report, are indicated to have a relatively high number of people in low income households (2000-4000) per square mile. I believe that to be true, but I also believe that a decent percentage of those lower-income households are university students who often (but not always) have more financial resources available to them than other low-income people. Many, if not supported by their parents on a regular basis, do have access to some support by family members. I say this as someone who was a graduate student in the 1990s, and was one of those officially "low income" people.

Second, I'm concerned that so much of the community engagement took place during a phase of the pandemic when vaccines were not available, many people were working from home, and bus ridership was lower. I have a graduate degree; I'm pretty good at navigating the internet, I have access to broadband Internet at home, I read the Cap Times weekly. I was riding the bus once a week throughout this time. The main way I heard about the survey was through flyers on the bus, and secondarily through social media. I was not out and about in public nearly as much as I am now, or was before the pandemic. I'm concerned that a lot of people weren't aware of the opportunities to weigh in.

I'm also concerned that people haven't had a great deal of time to study and then weigh in on the plan and its amendments. Again, I'm pretty computer-savvy, and have a lot of access to high-speed

Internet and good computers (not just my phone). There is still a pandemic going on, and some people aren't comfortable attending public meetings (and bus service has still not returned to pre-pandemic levels, so it's possible people weren't able to travel to in-person meetings). So studying the plans and the maps online is perhaps the "best" way to study them.

Yet navigating various system maps online is STILL complicated for me, and it seems each map only shows one aspect or factor in the redesign. I can't distinguish actual streets in some of the maps. This is pretty complex information to present, especially when you add in information about income and income-restricted housing. Having overlay maps available for study would be helpful to many people.

Third, I'm unclear on what implications having a BRT system have for the rest of service. I will admit I haven't followed the timeline for the development and approval of the BRT system AND the route redesign. On one page of the redesign website says the route redesign was needed because of the BRT system. Yet I hear that these can be approved independently? Does having the BRT system cause the rest of the system to be curtailed in terms of area coverage and frequency? I'm curious what a redesigned Madison Metro system would look like without the BRT infrastructure. Is it possible to have high-frequency routes where the BRT is indicated, but without articulated buses or BRT infrastructure? I'm just not sure how interconnected it all is...and I'm a bit of a transit nerd, as well as being a transit-dependent person.

Finally, when you are transit-dependent, the whole story of your experience on transit cannot be told through flat maps. For instance, I often stay on the bus anywhere from 2 to 10 minutes longer than absolutely necessary to avoid walking up and down steep hills, across big parking lots or through otherwise deserted areas, across bridges that are slippery when wet or icy, or to avoid complicated or especially busy or wide intersections. I'll ride the bus a bit longer rather than walk along super-busy streets, cross or go under highways, or walk along areas without sidewalks. Whether there's a bus shelter or a bench at a bus stop sometimes affects which bus stop I'll use. And I'm relatively able-bodied at the moment, and pretty comfortable walking and waiting at some bus stops at night. I don't have children or elderly people that I ride the bus with. If I have too heavy a load from shopping, I can afford to take a taxi. Most of these things have to do with perceived safety and comfort--for some people, these are situations that are much harder to navigate. I ask people deciding on this plan at least acknowledge that these are significant barriers for many people at different times in their lives.

Those are just a few of my concerns!

I appreciate your time and attention.

Sincerely,
Elizabeth Harper
2105 Rowley Ave
Madison, WI 53726

From: Rusch, Mick
Sent: Monday, June 6, 2022 3:02 PM
To: Stammer, Jessy
Subject: 2 - FW: Amendment 7

From: Sue Reget <regets2006@yahoo.com>

Sent: Monday, June 6, 2022 10:57 AM

To: Metro Redesign <MetroRedesign@cityofmadison.com> **Subject:** Amendment 7

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Hello,

I am writing in support of Amendment 7 of the Metro Transit Redesign Study. As a resident of the Crawford Marlborough Nakoma Neighborhood, the new bus route down Nakoma will help us reach our bus more quickly and safely. By getting off on Nakoma, we will not have to cross Midvale Boulevard as the original plan dictates. The route is also more direct to the University and downtown, two destinations I am particularly interested in. Thank you for your support of Amendment 7.

Sincerely,

Sue Reget

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