

**From:** [Nicholas Davies](#)  
**To:** [Transportation Commission](#)  
**Subject:** Bus stop changes (86583)  
**Date:** Monday, January 6, 2025 8:31:34 PM

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Dear Transportation Commission,

I'm looking forward to the added stops on Monona Dr at Dean and Cold Springs. It's long been a sore spot to me that I can't take Madison transit to from my home in Madison to Madison businesses in this area. This will definitely expand my options for making those trips.

Most of the relocations and consolidations seem reasonable. However, as someone who used to work off Deming Way, and often took the bus there, the stops on Fourier slated for removal do seem like they could be a loss for the people working in that area. A lot of the stops in this area are "upon request" stops, meaning some runs of the bus may roll right on through, unless it's clocking-out time at an adjacent workplace, which makes me doubt how important it could possibly be to remove them.

The print-out for this item justifies the stop removal with this language:

"- and align with the intersecting pedestrian network using available crossing facilities."

It seems like the implication here is this: closing the pair of stops is okay because there isn't a crosswalk between the two.

In other words, because the pedestrian facility here is lacking, we can/should also reduce transit service.

Okay, one more time, even simpler: it sucks to cross the street there, so let's make taking the bus there suck worse than it does today.

I get that making a midblock crossing here official and accessible would involve adding a curb cut. And maybe that's too expensive to do right now. But I imagine a wheelchair user's reaction to this would be, "I have to go to the end of the block for both bus trips instead of just one? Thanks so much for thinking of me!"

I'm not arguing that we should always have bus stops at this location just because they exist there today--that would be status quo bias--but I reject this as justification for removing them.

This justification is also being used at E. Wash and Eagan. I think the lacking pedestrian facility here is the lack of sidewalk on E. Wash to the west of this intersection (both sides of the street), and the west side of Eagan Rd to the south. Basically, if you disembark at route G's southbound stop, your next move is to use a crosswalk (or cut across the grass, if you can). Addressing those problems would mean building those missing segments of sidewalk.

One of these stops, the one on the east side of Eagan, doesn't show up at all in Google Streetview from August 2022. It wasn't even a construction site yet at that time, meaning it's less than 2 years old. If this is about reducing expenses, is this constant churn really the way to

achieve that?

Thank you,

Nick Davies  
3717 Richard St