Date: 10-11-2015

CITY OF MADISON

Registration Statement – Transit and Parking Commission

You must register before the Commission considers your item.

PLEASE PRINT CLEARLY			
Name SUSAN De VOS			
Agenda No. FU Address			
Agenda No. F4 Name SUSAN De VOS Address MADISO~ WI 53705			
Please check the appropriate boxes:			
Support Oppose Neither Support Nor Oppose and Wish to speak Do not wish to speak Available to answer questions			
Speaking Limits: Public Hearing			
At this meeting are you representing an organization or a person other than yourself: Yes No (If you answered "no," STOP; you need not complete the rest of this form. If you answered "yes," provide the name of whom you represent below, and go on to the next question.)			
COMMENTS RELATED TO THE ITEM ON THE AGENDA (optional):			
Name, address and telephone number of each person or organization you are representing:			
Are you being paid for your representation?			
Are you appearing as part of your other paid duties for this person or organization? Yes No (If you answered "no," STOP; you need not complete the rest of this form. If you answered "yes," go on to the next question.)			

Registration Statement – Transit and Parking Commission

You must register before the Commission considers your item.

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+11.	Name Wermter, Laurie Address Madison, WI 53703		
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Transit and Parking Commission Wednesday, February 11, 2015

Proposed Bus Stop Removals on Jenifer Street — Testimony of Laurie Wermter

Hello, I'm Laurie Wermter and I live and work on the Madison Isthmus. I live eight blocks east of the Capitol Square and I work eight blocks west of the Capitol Square and I ride the bus almost everyday on Jenifer Street.

I am here to speak against removing these bus stops.

The bus company representatives admitted at the January 5th public meeting that all these bus stops slated for removal are heavily used.

These bus stops serve both the vital business district of Williamson Street and the densest residential area in the city & their removal will really degrade the current level of service for the area, although the Wil-Mar neighborhood represents the kind of transit-oriented development everyone talks about these days for new developments being built.

Their removal will mean that businesses on Williamson Street will have an additional barrier with which to contend in these difficult financial times, although they are already dealing with the fact that the buses are not running on the street where the businesses are *located* because of the sore lack of available parking in the area.

These bus stops are not only being used by those who *live* in the areamany, many of the riders are coming from *other* parts of the city to work in our neighborhood, to patronize the restaurants and other businesses along Willy Street, to attend fun events in our neighborhood, to visit friends and relatives in our neighborhood, to volunteer at the service organizations in our neighborhood!

While the implementation of the proposal contained in the 2013-2017 Transit Development Plan to close bus stops is being implemented by seeking



to establish an arbitrary "quarter-mile" (1,320 foot) spacing rule throughout Madison, regardless of settlement pattern plan, I would like to point out that the plan *itself* says on page 4-1:

"_The guidelines are not intended to be a rigid document, and deviations from it are to be expected._"

and on page 4-2, it says:

"_The stop consolidation program should include substantial public outreach and sufficient data collection and analysis to identify the appropriate bus stops for removal or relocation._"

Well, there was so little "public outreach" and "data collection and analysis" done in this instance that, at the public information meeting, we had to point out that the building in which the public meeting was being held was slated to lose its east- & west-bound bus stops at Brearly & Jenifer Street, the location of the Wil-Mar Neighborhood Center, one of most essential assets of the entire Williamson-Marquette neighborhood since its establishment in 1968.

(I do give credit to Mr. Kamp & Mr. Drew Beck of the bus administration who, after the feedback provided at the January 5th meeting, changed their proposal so as to permit the retention of the Brearly stop.)

But the Brearly bus stop's original inclusion in the proposal serves to illustrate the arbitrary implementation being applied in this matter, in direct contrast to what the *TDP* promised would _not_ happen.

People's lives and businesses are going to be significantly diminished if these other worthy bus stops are removed.

My time is short, so I will concentrate on the Few Street bus stop ...

This bus stop is vital for the Social Justice Center cooperative at the corner of Williamson & Few Streets—home of over a dozen non-profit

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organizations serving constituencies far beyond the Wil-Mar neighborhood; among which are: the Coalition for Wisconsin Health; the Dane County Timebank; the East Isthmus Neighborhoods Planning Council; the Grassroots Leadership College; the Madison Community Cooperative; Madison Hours; Progressive Dane; the Tenant Resource Center; and, WYOU Community Television.

Few & Willy is also the happy corner of the Weary Traveller Free House restaurant.

Lastly ...

Bus riders come in all ages and a wide range of abilities—the much higher density of population in the Isthmus corridors obviously has a higher number of people who are beyond the 'young and hale' demographic, to whom this doubling of their distance to a bus stop during the several winter months will make a big difference. Many people settled in our neighborhood _because_ of the bus stops we have had for many decades, knowing they would be able to 'age in place.'

However, elders in our neighborhood will become more homebound.

At the January 5th information meeting, the bus company representatives said that those less young and hale could just use the Paratransit service, but how much excess capacity presently exists in that service?

In order to use Paratransit, one must pass an in-person assessment by Metro staff of one's disability, including providing references from two professionals attesting to the extent one is disabled. (The in-person assessment consists of a "physical, and/or cognitive, and/or sensory evaluation of the applicant's functional abilities, which include but are not limited to gait and balance, step climbing ability, bus route and landmark identification, short term memory and attention span.")



The Paratransit riders pay \$3.25 _each_ way and have to make an appointment for a ride by 4:30 p.m. on the day before. And the weekend hours are more restricted. Also, the Paratransit service will only provide service to points within three-quarters of a mile of the six 'regular line' routes (2,3,4,5,6,7).

Those of us who are fighting to save the bus stops are not against removal of all bus stops everywhere, however, we are opposed to removing bus stops based on an arbitrary distance between bus stops. The proposal recommends closing bus stops without adequate consideration of population density, employment and activity centers, and riders with special needs, contrary to recommended best practices in the field.

The Wil-Mar neighborhood should retain these bus stops, due to its many desirable business, recreational, and residential features which people in the neighborhood have built up over decades in our quest to improve the quality of life for all and which draw people from all over the city into our neighborhood.

Date: 2-11-14

CITY OF MADISON

Registration Statement – Transit and Parking Commission

You must register before the Commission considers your item.

	PLEASE PRINT CLEARLY
Agenda No.	Name Melanie Fox croft Address Madison wi 53704
Please check the appro	
Support Oppose Neither Suj	and Wish to speak Do not wish to speak Available to answer questions
Speaking Limits:	Public Hearing
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Registration Statement – Transit and Parking Commission

You must register before the Commission considers your item.

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	MADION, WI 53703
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Date: 2/11/2015

CITY OF MADISON

Registration Statement - Transit and Parking Commission

	PLEASE PRINT CLEARLY
	Name Michael Soret
Agenda No. F4	Address
	Name Michael Soret Address Madison W1 53703
Please check the appropriate boxes:	
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Speaking Limits: Public Hearing	5 minutes
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Date: 02/11/15

CITY OF MADISON

Registration Statement – Transit and Parking Commission

	PLEASE PRINT CLEARLY
12.41	Name Yvonne Schwinge
Agenda No.	Address
	Name Yvonne Schwinge Address Madison WI 53703
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Are you being paid for your rep	resentation? Yes No
	ur other paid duties for this person or organization? Yes No you need not complete the rest of this form. If you answered "yes," go on to the next

My name is Yvonne Schwinge. Thank you for time this evening. I am opposed to the closing of bus stops in the Jenifer St. corridor. I live on S. Franklin St., and I take the 3 and 7 8-12 times per week heading in both directions from my home. I use the east and west transfer points weekly for changing buses, and I also use the buses for destinations in between. I also use the 4 occasionally to access buses at the south transfer point. I certainly understand and appreciate the need for the buses to arrive on time to the transfer points, especially on weekends when the infrequent bus service can mean waiting 1 hour if a transfer is missed.

However, I do not agree with the elimination of bus stops as part of the solution. This limits access and contributes to inconsistency and unreliability with the bus service in general. Riders dependent on using the bus or riders who are committed to using public transportation make important decisions, such as housing and job locations, based on current routes and stops. I feel changes in stops on important and heavily used busing corridors is detrimental to the consistency of the entire bus system.

I question with the increase of traffic if it is even still practical to schedule the buses to travel from the east to west transfer point in 53 minutes on weekdays and 46 minutes on the weekend. These are very tight routes no matter how many stops are present.

With the limited information I was able to find online at the Metro site, I am not sure what other options have been explored for taking one or two minutes off of the ride so the buses can run on time. As a rider, I would like to share some observations and ideas for consideration instead of eliminating the two stops on Jenifer St.

The 7 bus on weekends is sometimes late to the ETP by the 3 minutes it takes for the driver change at Jenifer and Ingersoll. I know it is more expensive for the drivers to have to change at the transfer points, but for the select routes on which it makes a significant difference, I think this should be an option.

An intercity bus terminal or different location should be established for the waiting and boarding of intercity buses. The intercity buses often block the bus lane used by Metro buses in front of the Chazen Art Museum on University Avenue. This requires the buses to have to pull out into traffic, often needing to wait at least 30 seconds for the light to change before this can be done safely. Relocating the intercity buses would allow Metro buses to just continue straight through in the bus lane.

Have the city during winter shovel not just the loading area for the bus stops, but also the area where the back door of the bus will be when coming to the stop. Then passengers could unload in the back and load in the front for faster stops in the winter.

When riding these routes, the slowest part of the ride does not seem to be Jenifer St., but the long traffic lights around the Capitol and on State St. Giving buses signal preference or changing the timing on even 1 light could improve route times.

Better education for the ridership including having your fare or pass ready prior to boarding, moving to the back of the bus when it is full, and how to load bicycles properly could also save time on many trips.

I hope you will consider alternatives for speeding up the bus routes instead of closing established and well-used neighborhood bus stops.

Date:	

Registration Statement – Transit and Parking Commission

You must register before the Commission considers your item.

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Agenda No. Hu (W)	Address
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Registration Statement – Transit and Parking Commission

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Agenda No. File Name Marsha Rummel Address ALDER, DIST. Co
Please check the appropriate boxes:
Support Oppose Neither Support Nor Oppose and Wish to speak Do not wish to speak Available to answer questions
Speaking Limits: Public Hearing
At this meeting are you representing an organization or a person other than yourself: Yes No (If you answered "no," STOP; you need not complete the rest of this form. If you answered "yes," provide the name of whom you represent below, and go on to the next question.)
COMMENTS RELATED TO THE ITEM ON THE AGENDA (optional):
Name, address and telephone number of each person or organization you are representing:
Are you being paid for your representation?
Are you appearing as part of your other paid duties for this person or organization? Yes No (If you answered "no," STOP; you need not complete the rest of this form. If you answered "yes," go on to the next question.)

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Date:	

Registration Statement – Transit and Parking Commission

You must register before the Commission considers your item.

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Registration Statement – Transit and Parking Commission

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Agenda No.	Address					
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Please check the appropriate boxes:	and Wish to speak when my turn					
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At this meeting are you representing an organization or a person other than yourself: Yes No (If you answered "no," STOP; you need not complete the rest of this form. If you answered "yes," provide the name of whom you represent below, and go on to the next question.)						
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Date: 2-11 - 15

CITY OF MADISON

Registration Statement – Transit and Parking Commission

	PLEASE PRINT CLEARLY
y I	Name Aaron Berry
Agenda No	Address
	Madison, WI 53703
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Registration Statement – Transit and Parking Commission

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Registration Statement – Transit and Parking Commission

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