

Metro Transit System

1245 East Washington Avenue Suite 201 Madison, Wisconsin, 53703 Administrative Office: 608 266 4904 Fax: 608 267 8778 www.mymetrobus.com

7 January 2016

To: Property Owners and occupants along Jenifer Street

Re: Transit Improvements as part of the reconstruction of Jenifer Street in 2016

The City of Madison is proposing to make improvements to Jenifer Street in 2016. As part of these improvements, the project is proposing to install transit stop amenity upgrade, as well as relocate two of the existing transit stop locations. You are being sent this letter to notify you of the planned change to a transit stop zone near your property. The costs of the transit stop relocations are funded entirely through City funds and there are no assessable costs to the adjacent property owners.

The proposed bus stop zones that would be relocated under the proposed project include:

- Elimination of eastbound bus stop zone at the end of the odd side of the 1000 block of Jenifer Street (west of South Ingersoll Street intersection); creation of new bus stop zone at the start of the odd side of the 1100 block of Jenifer Street (east of South Ingersoll Street intersection)
- Elimination of westbound bus stop zone at the start of the even side of the 1100 block of Jenifer Street (east of South Ingersoll Street intersection); creation of new bus stop zone at the end of the even side of the 1000 block of Jenifer Street (west of South Ingersoll Street intersection)

The proposed amenity upgrades at existing bus stops under the proposed project include:

- Relocation of the existing concrete boarding pad from the middle to the far end of the
 eastbound bus stop zone at the start of the odd side of the 800 block of Jenifer Street (east of
 Spaight Street intersection)
- Widening of the existing concrete boarding pad at the westbound bus stop zone near the start of the even side of the 800 block of Jenifer Street (opposite Spaight Street intersection)
- Widening of the existing concrete boarding pad at the eastbound bus stop zone at the end of the odd side of the 800 block of Jenifer Street (west of South Paterson Street intersection)
- Widening of the existing concrete boarding pad, plus the potential installation of a bench amenity, at the eastbound bus stop zone at the start of the odd side of the 1000 block of Jenifer Street (east of South Brearly Street intersection)
- Widening of the existing concrete boarding pad at the eastbound bus stop zone at the end of the odd side of the 1100 block of Jenifer Street (west of South Few Street intersection)

Property owners may provide initial feedback regarding the transit improvements to Timothy Sobota at the City of Madison, Metro Transit Division, by phone at 608 261 4289 or via email <tsobota@cityomadison.com>.

In the coming weeks, a notice of an official public hearing date before the City of Madison Board of Public Works will be sent to impacted parties. Final governmental approval of all aspects of the proposed reconstruction project would occur after this opportunity for public comment.

Permanent transit stop relocations and amenity upgrades are an important part of the continued maintenance of the transit system. The benefits that the City of Madison, its residents, and visitors to the City receive from updated transit stop locations include:

- Improved traffic operations for transit buses, pedestrians, bicycles and other vehicles due to better coordination with property redevelopment, ridership demands, crosswalk amenities and pedestrian access, bike facilities and vehicular travel patterns.
- Improved passenger accessibility when boarding and exiting the transit vehicle, particularly individuals that use a personal mobility device (wheelchair or walker), or have other wheeled items with them (child strollers or shopping baskets)

The proposed relocation of the two existing transit stops at the South Ingersoll intersection reflect the additional conflicts that can present themselves due to the usage of certain stop zones like these as both a scheduled time point layover (where buses must park and wait if earlier than the printed schedule time), and where they are a contractual location where bus driver shift changes may occur – both situations which can extend the duration that a bus may occupy a stop zone, beyond the minimal time needed to complete passenger loading and unloading:

- Transit vehicles stopped in the curb lane just before the intersection at these stop zones for an extended period of time can cause conflicts with right turns generally, while more significantly potentially blocking the visibility at the nearby crosswalks for both vehicles and pedestrians.
- The proposed relocation of the stop zones to the curb lane just beyond the intersection will improve these traffic and visibility issues. Right-turning vehicles will no longer risk potential violation of the Wisconsin State Statute, that generally prohibits turning right in front of a stopped transit vehicle and the transit vehicles will no longer potentially block the view between pedestrians crossing at the intersection and vehicles making turns in the intersection, as passengers (and other pedestrians) will safely be able to cross behind the rear of the transit vehicle as opposed to stepping directly out from in front of the bus that currently stops just before the crosswalk.

Relocations of transit stops can create, or shift, impacts felt by passengers as well as adjacent properties.

- Established access patterns of current passengers may change in length or direction.
- Activities associated with passengers congregating to await the arrival of their transit vehicle.

What the City of Madison can do to reduce or eliminate the results of these impacts:

- Metro Transit can encourage appropriate congregation of passengers within the city right of way (on public sidewalk or the terrace behind the curb) through the installation and maintenance of passenger amenities, such as benches or shelters.
- Metro Transit can post the scheduled arrival times of transit vehicles in display cases in shelters, or on sign poles, to educate passengers as to the appropriate time to arrive at the stop to catch their bus.
- Metro Transit has trash receptacles installed in the entryway of each bus to provide appropriate disposal of litter.
- The City of Madison Streets department can place and maintain street-side trash receptacles to provide passengers with appropriate disposal of their waste, prior to boarding their bus.

Sincerely,

Chuck Kamp, Transit General Manager









