

From: [McGuigan, Patrick](#)
To: [McGuigan, Patrick](#)
Subject: Re: [MarqNA] My comments to Transportation Commission RE public hearing on proposed August 2020 Metro route and bus stop changes
Date: Friday, April 10, 2020 6:46:38 AM
Attachments: [1F8A2769AD684A40A28643F2F47989A0.png](#)
[C168B7CB070641208076809D874D5F83.png](#)

From: [Gary Tipler](#)
Sent: Thursday, March 19, 2020 5:52 PM
To: [Marsha Rummel](#)
Cc: [Mymetrobus](#); [Rusch, Mick](#); [Lynch, Thomas](#); [Ann Kovich](#); [Tao, Yang](#)
Subject: Re: [MarqNA] My comments to Transportation Commission RE public hearing on proposed August 2020 Metro route and bus stop changes

Transportation and Metro staff and commissions,

I was away, thus a late response. Thank you Alder Rummel for your comments on the bus route changes.

One of the stops that we discussed as being eligible due to low usership is the east-bound stop east of Livingston on Jenifer. Eliminating it was proposed in the 2016 Jenifer Street Reconstruction and bus route planning discussions with Metro staff. It is the only block on which there are presently two stops.

Thank you for your consideration.

Gary Tipler
807 Jenifer Street

On Wed, Mar 11, 2020 at 12:55 AM Marsha Rummel <district6@cityofmadison.com> wrote:

Please share my comments with the Commission.

Greetings-

I have received comments and had discussions with District 6 residents about the proposed changes to Metro Service. I have actively shared links on neighborhood listserves, neighborhood FB pages and my weekly alder update and encouraged residents to share comments with you.

1. Concerns about the relocation of Route 3 and 4 stop from MLK Jr Blvd to King St. The current stop conveniently serves the seat of local government and Monona Terrace and is also a major employment node. <https://www.cityofmadison.com/metro/routes-schedules/public-hearing-scheduled/route-3#mlkjr>
2. If Eastwood becomes the primary route, pedestrian safety improvements must be

addressed immediately. I request TE study a potential signalized light at Russell and provide better pedestrian lighting. This is a fast road with very limited traffic breaks during peak travel time. Please don't agree to this change without capital budget commitments to improve the safety of the proposed Russell St bus stop and the Eastwood corridor in general. <https://www.cityofmadison.com/metro/routes-schedules/public-hearing-scheduled/route-3#atwood>

3. Eliminating service between Rutledge and Division is a reduction in service. Many daily Metro bus riders in this corridor feel abandoned. As one person commented, it will make it difficult for many to go grocery shopping without driving to nearby stores (Jenifer St Market, Willy St Coop and Woodman's) and make it more likely that the choice will be to drive in general. It also appears that Metro's preferred way to address neighborhood traffic calming requests in interior neighborhood streets is to eliminate service.
4. The Brearly St stop serves Wil-Mar Neighborhood Center which a social, political and cultural asset for the neighborhood. I would urge you to keep the Brearly stop.
5. The Rogers St stop serves Marquette Elementary and O'Keeffe Middle School. Metro bus stops should serve our schools.
6. Several people have mentioned that your data only show boardings and not disembarkings, a one-sided view of the data.
7. Why remove the bus stop at eastbound Blount St vs removing the stop at Jenifer/Willy? There are hundreds of new residents on the north side of Willy St between Blount and Livingston. The map text indicates a future stop at Blair but it doesn't show it in green so it's not clear where it will be located. <https://www.cityofmadison.com/metro/routes-schedules/public-hearing-scheduled/jenifer-atwood-and-walter-bus-stops>
8. In addition, there are more boardings at Jenifer/Livingston than Jenifer /Willy. It may be okay to lose one of the two stops near the western end of Jenifer as long as you provide safe and accessible westbound service for the riders on the north side of Williamson.
9. I haven't heard from residents about proposed bus stop changes along Atwood Ave.
10. "Taken together, is it necessary to implement ALL of these changes in order to achieve the desired On-Time Performance of Route 3? Is it possible to institute BRT style queue jumping at a few intersections in lieu of closing stops?"

The last two questions are excellent. They raise another question for me. With the upcoming consultant study to recommend BRT routes, I understand the efficacy of transfer points will be reviewed. Getting to transfer points timely to serve all customers equitably is what drives many of the proposed changes. I'm sure you are all quite aware of this but I would hope that your decision in August will be informed by the possibility that timed transfer point facilities may be changed in the short to medium term.

Finally, thank you for your service and hard work-

Marsha Rummel
District 6 Alder

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