

From: [Janet Rasmussen](#)
To: [Transportation Commission](#)
Subject: Agenda Item #6
Date: Wednesday, October 14, 2020 2:03:13 AM

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Hello:

I wish to state my objection to Metro's proposed bus stop at 449 Toepfer Avenue.

I understand Metro staff must be guided by the Transit Development Plan and apparently staff cannot deviate from the guidelines of 660 feet between bus stops. I ask you to place the stop at the corner of Meyer and Toepfer, where it has been for years and where many neighbors expected it to be anyway.

1. Meyer and Toepfer is an established stop about 120 feet south of the proposed 449 Toepfer stop. It has been a bus stop for years, I am guessing an original bus stop on Toepfer. Please see Sally Griffith-Oh's letter to you. The existing stop is on their side yard (3920 Meyer Avenue). The Griffith-Ohs do not object to the existing stop and in fact, like many neighbors I spoke with, they assumed the stop would remain there.

2. Please see attached picture, named current stop. As Ms. Griffith-Oh states in her letter to you there is plenty of space, it is her side yard and there are trees along it.

3. I read that the Common Council adopted the recommendations of the Transit Development Plan "as a framework to guide transit system development over the 2013-2017 period". The 660 feet minimum distance between stops was formally adopted in the TDP, and as R. Drew Beck (Metro Planning and Scheduling Manager) wrote in an email to me and Alder Martin on 10/6/20 "Metro has been attempting to better space bus stops to help maintain schedules more reliably".

First, the 660 feet is a guideline and I do understand the basis for it. But moving ONE proposed stop to an established stop that is a bit less than the 660 feet from another stop seems reasonable under the circumstances. (Note, I counted approximately 615-630 feet between Meyer and St. Clair stops - depending on exact location of concrete pads.)

Second, placing ONE stop a bit closer than 660 feet is not going to adversely affect the bus route reliability on Toepfer. I ask you to please use the 660 feet as a recommendation and guide as noted in the TDP.

4. Metro planned 2 new stops on Toepfer (441 Toepfer, 4005 Birch). These 2 planned stops are NOT directly in front of any property's front door. They are NOT directly across from one another. And no planned or existing bus stop on Toepfer is so close to a driveway as 449 proposed stop would be. Finally there is significantly less space at 449 than the existing bus stop at Meyer.

Please see attached photo, named 449 Toepfer. Please compare this to the photo of current stop. The current stop has at least double the open space.

Also, there is a guy wire coming off the pole into the terrace of 449 Toepfer. See photo again. While I recently learned MG&E will apparently adjust this wire differently, this is another cost and more work associated with a stop at 449. It seems quite unusual and a waste of resources to have this wire adjusted to go around the concrete pad when there is an existing stop with no impediments two doors away.

5. Metro staff indicated they prefer stops across the street from one another. This makes sense for maintenance purposes, but please note the original planned stops were NOT across from each other (441 Toepfer,, 4005 Birch). Further, the stops at the top of street are NOT across from each other.

6. Metro also looks at balancing the stops along Toepfer. To maintain the existing stop at Meyer does not shift the balance (about 120-130 feet south) and certainly the neighborhood is accustomed to the stop at Meyer.

7. Please look at this neighborhood and the history of bus stops on Toepfer. The stops are well-established. Home owners bought their houses knowing where the bus stops were. Now Metro plans two new stops (441 Toepfer and 4005 Birch). The new stops are not directly in front of houses, are not close to driveways and are placed in front of yard space/side yards.

Unfortunately for us Metro did not realize they chose a historic Frank Lloyd Wright site and could not keep the new stop there. Most property owners (myself included, and I went to the meetings about the project!) did not realize where the new bus pads were going until the concrete was being poured. And now there is a rush to get the concrete pads put in and keep the project on schedule.

Under these circumstances I ask you to place the bus stop heading north at the existing, long-established Meyer and Toepfer stop. **This is an easy, feasible solution that does not adversely affect any property owners and gets the project moving quickly without added costs.**

Thank you for your time.

Janet Rasmussen
jras451@gmail.com