

Good afternoon,

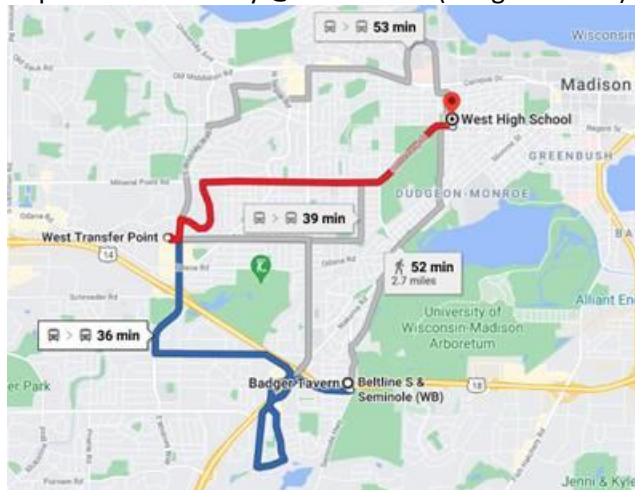
I'm writing about the discontinuation of Madison Metro route 19. Discontinuing route 19 puts burden on many vulnerable riders. I humbly ask that you consider reinstatement of Route 19, even partially, to cover peak service hours Monday – Friday. (Route 19 did not run on Saturdays, Sundays & Holidays.)

Public transit is an essential service and need. Mayor Conway-Rhodes and County Executive Parisi speak strongly about riders *choosing* Metro (over personal transport) in effort to reduce traffic through the Isthmus and downtown, where parking is limited and very expensive. I understand the stress COVID-19 has caused the Metro system and the City budget – as a UW-Madison employee, I experienced loss of pay (furlough) throughout the pandemic. Now is not the time to create additional barriers for residents to access employment, school, services or recreation.

Route 19 logically goes along main artery roads ensuring easy transition West to East — to schools (including Edgewood College and UW-Madison), hospitals, major employers, health and leisure resources & supports, and the capital square – without a bus transfer. Metro suggests route 18 is a sufficient replacement for route 19 riders. It is not. Alternate routes involve significantly more walking, which is not something many residents can do, specifically during Winter. For many neighborhoods in our district, route 18 — in either direction — likely involves a bus transfer, which means more time commuting, and again, during Winter could cause significant issues if busses are delayed and connections are missed. The City has an expressed commitment to viewing policy and operational decisions *inclusively*, and with the permanent closure of Route 19 the City will very directly cause undue hardship to tax-paying residents of all economic means and levels of mobility.

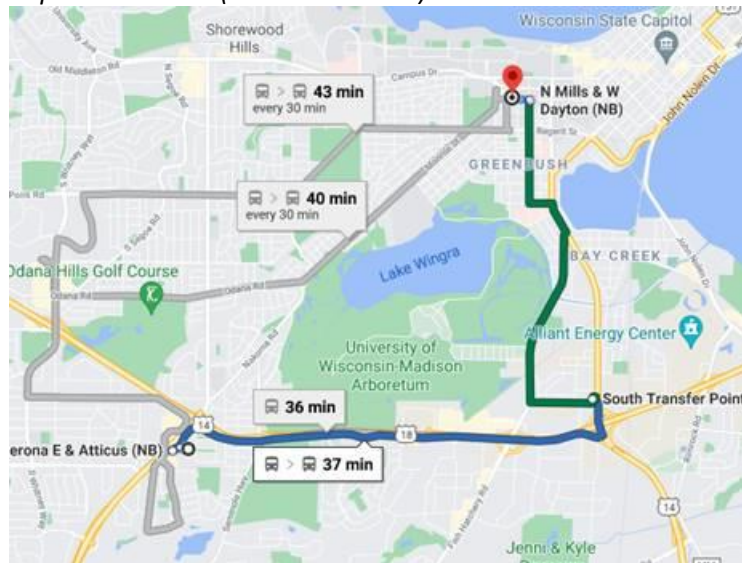
Here are three examples of suggested alternate routes for departure and arrival destinations formally served by route 19:

Trip A: Seminole Hwy @ the beltline (Badger Tavern) to West High School



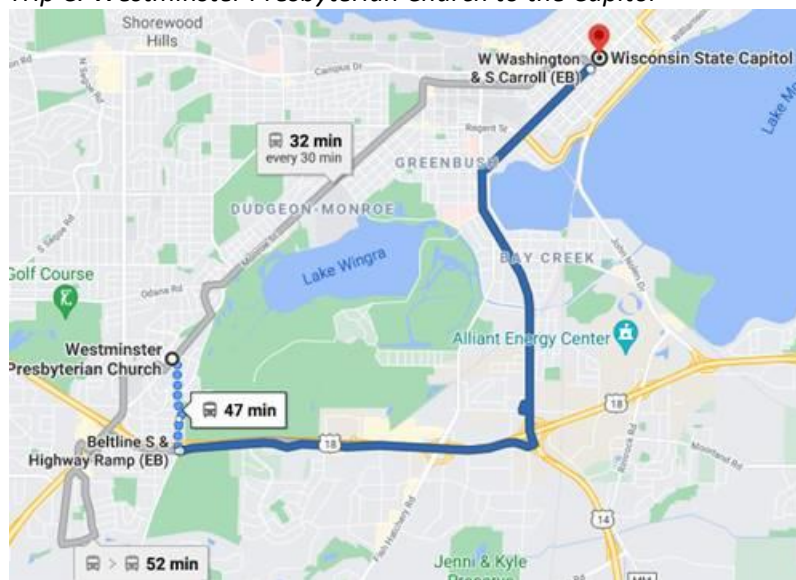
Not visible is Route 19, which almost identically followed the grayed "walking" route, and would take approx. 15 minutes. \*This is a general destination. Route 10 stopped along Allen Blvd and University Ave/Campus Dr, allowing easy access to UW Hospital and various UW Schools.

*Trip B: Auto Zone (4627 Verona Rd) to central UW-Madison campus*



*Route 19 would've been almost door to door within 20 minutes, without transfer. Here, the travel time doubles, and includes a transfer.*

*Trip C: Westminster Presbyterian Church to the Capitol*



*Most notable, either alternate routes suggest a .7 mile walk to either bus stop (Route 18 or Route 7). Route 19 would've been door to door within 25 minutes at peak travel times.*

All this aside, how do you envision route 18 able to handle the significant up-tick in ridership? *Is riding a standing room only bus something you're eager to do right now?* Ridership is lower right now than it will be in August/September. UW Madison and the Department of Health Services are two major employers requiring employees to return to office-based work by end of August. (DHS required a return July 6.)

Until the entire Metro System is overhauled, residents deserve to retain long-established, heavily-utilized, efficient, direct transit without unnecessary transfers. Please help in advocating for, at minimum, partial re-instatement of route 19.

Thank you for your time and consideration,  
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