



# Metro Transit

Madison, WI

## Metro Transit – Monroe St. Bus Stops

LAST UPDATED: MONDAY, JULY 3

### FEEDBACK SUMMARY:

"Pro"	11
Neutral/ General Comments	3
"Con"	15
<b>Total Received</b>	<b>29</b>

### "PRO" COMMENTS (+)

1. The new bus stop locations and reasoning behind them make sense to me, good work!
2. In regards to the postcard I received about the proposed changes to the Monroe Street stops. As someone who rides the bus daily to work from Monroe Street, I do not have any issues with the proposed changes. My new stop will actually be closer to my house.
3. I support the proposed Monroe Street reconstruction bus stop relocation.
4. Hazardous conditions already exist at the Grant street /Trader Joe's West Lawn corner! Please don't add those bus stops! The library's already set up for a bus stop! Please leave it the way it is! It is much safer!
5. The proposed relocation of bus stops to the far side of intersections is an excellent proposal. It eliminates the risk to passengers crossing in front of busses and into traffic as well as cars making right turns in front of busses. It also eliminates the ambiguity of passengers waiting for a bus while appearing to drivers to be about to cross the road at adjacent crosswalks
6. Thank you for your work to consolidate and speed up the bus commute on Monroe Street as it is rebuilt next year. I support this plan and the vision behind it. For reference, my husband, young children and I live on Baltzell Street. My husband uses the bus to commute to/from work downtown most days of the week. My kids love to take the bus downtown. Monroe Street currently has too many bus stops, sometimes two on the same block headed in the same direction. I fully support the consolidation of the new plan that will ideally result in neutral or improved commute times (despite longer walks to the bus stop). For the future plan, I would encourage keeping a bus stop at the Chapman/Monroe Street and Knickerbocker intersections. These are natural entry points for pedestrians entering the Lake Wingra/Arboretum areas and the existing Knickerbocker stop already has a shelter. Having a bus stop at these locations helps to slow traffic for pedestrian safer crossing.

7. I'm a near-daily bus rider who lives at 1630 Monroe St. I predominantly ride the 6, 3 and sometimes the 7. In response to these proposed bus stop changes, I like the placement of the ones on Breese Terrace between Monroe and Regent. I assume those would be for the 3. If so, I'm in favor.
8. Proposed map for Monroe construction looks reasonable. Don't change a thing
9. After reviewing the proposed stops on Monroe street, I believe that the service provided on Monroe street would be more efficient and serve the neighborhood well. My biggest concern was losing a stop outside of the Clarendon apartments, where many of the residents are reliant on the bus system as their primary mode of transit for a variety of reasons. I believe the proposed route still serves these units, though at a different area. That may be something to explore with these tenants specifically. Other than that, the changes seem to prioritize service to the public library, groceries, and the rental units along Monroe street. As such, these suggested changes are supported by me. Thank you for the opportunity to provide public comment.
10. I would like to submit a comment in support of the proposed plan to consolidate stops along Monroe Street. As someone who uses the bus system in winter and in inclement weather to commute to the UW Hospital campus, I believe that this consolidation will improve safety and reliability in the corridor. I have noticed that some of the current stops could be moved to places where crossing the street is easier, and the reliability of the stop times is not as good as in other corridors that I ride with Metro. These items will both be addressed by the proposed plan.
11. While I agree with the proposed Monroe St bus stop changes following next year's Monroe St reconstruction, **I wanted to flag the issue of including bus shelters, or at least sidewalk space for shelters, in any final design.** Not all current stops have shelters, such as the stop in front of the Laurel at Monroe and Commonwealth, so any relocated stops now lacking shelters should have this improvement included as part of the final reconstruction exercise for next summer. I'm mentioning this concern to you as I think you can help make sure Metro and City Engineering stay in contact with each other on this and other related matters.

#### NEUTRAL/ GENERAL COMMENTS (+/-)

1. I support the move to fewer, safer, more spread out bus stops. I don't understand why we would need a stop on Breese Terrace when there are stops on Monroe heading both directions within a block. I am especially excited by the idea of moving the stops to the far side of the intersection, so that the bus isn't blocking the view of the crosswalk!
2. The proposed stop would be right in front of an open air coffee shop. I do not frequent the shop much, and have no connection to the owners or company, but to have a bus idling at a stop, and fumes going right into the shop does not seem to take the business or the health of its customers into consideration.
3. I'm commenting on the proposed Monroe St. schedule with the street is undergoing construction. It's my understanding that cars will only be able to go in one direction, east bound, and that Monroe will be closed west bound. I see bus stops going west... are the buses going to be exempt from this traffic pattern?

## "CON" COMMENTS (-)

1. Is this the right form for giving feedback about the relocation of stops on Monroe Street? We feel strongly that the stop in the 1700 block should remain by the Monroe Street Library, and would like to discuss this.
2. Commenting on the proposed change in stop locations on Monroe Street. I understand the safety issue but moving them from the corner that aligns with the sidewalk puts the stop directly in front of our front door, creating a privacy issue. Is there sufficient accident data to justify these moves? Would like to discuss this with someone if possible.
3. The plan to relocate Monroe St. bus stops makes sense. However, to locate a stop at Grant St. does not. This is an intersection with unique difficulties for drivers, bicyclists, and pedestrians. It is a school crossing. For a personal assessment of the traffic there, I recommend contacting the police department's crossing guard. I often see close calls with cars turning, especially with drivers impatient from waiting in the long afternoon lines. And there is a chronic problem with drivers running the red light. This intersection is dangerous enough for pedestrians without a bus stop. I'd suggest you take a few minutes to stand at this corner, during "drive time" ... I hope you will see my point.
4. Please keep the existing stop at the corner of Monroe and Edgewood Ave. There are still some people who need it.
5. I have lived and worked near Grant street for many years, and I think placing a new bus stop on the corner of Grant and Monroe for an eastbound bus is a very bad idea. I take this bus downtown twice a week from in front of the library, but I know that the proposed new stop would be more dangerous. Traffic is heavy on Grant street and drivers often don't pay attention. I have had many close calls there as a pedestrian. Adding a bus stop would make driver distraction even worse. Thank you.
6. Reducing bus stops on Monroe Street is a BAD idea. It discourages ridership, and encourages more people to use their cars. Seems like it is all about the almighty car. I think we need to find ways to reduce the speed (in theory 25 mph, yeah right), and encouraging people to take mass transit. Reducing the number of stops is not going to help
7. It is not quite true, as claimed in the proposal, that all the new bus-stop locations are after an intersection rather than before, in order to increase pedestrian safety. The stop currently by the Monroe Street Library (no. 2255), which is just before the intersection with Garfield, is to be moved a block Eastward, but then it will be just before Oakland, a far more difficult intersection for pedestrians than Monroe and Garfield. And the change involves splitting the stop, with the 7 on weekends which continues on Monroe stopping at this Monroe and Oakland stop, while the 3 on weekdays, which turns onto Breeze, having a stop on Breeze near the junction of Breeze and Monroe. Working out which stop you need to use by the Monroe-Regent junction is already difficult (I still remember bitterly waiting at Regent and Breeze, watching the 6 come up Regent, and then seeing it turn onto Monroe rather than continuing on Regent as I had expected). This proposed change increases the possibility of confusion. Also, as far as I know, plans for the Regent-Monroe junction and the Crazy-legs plaza haven't been finalized, and their final form will strongly affect any plan for bus stops in the area.
8. This is a response to the proposed bus stop by the corner of Grant & Monroe Street during 2018 road construction. Very bad idea. Very dangerous intersection with "red-light" runners, very

congested with cars...and a school-crossing with a guard. There are numerous "close calls" between cars and pedestrians every day. A bus stop would block the intersection, elevate the congestion, agitate drivers even more and increase the risk to pedestrians.

9. Caller calls in to propose to leave the bus stop by the Monroe street library (westbound) and the one across from it (eastbound) as it is now or closer to 1664 Monroe street, than what is proposed now.
10. I just would like to let you know the importance of bus stops on: Monroe at Spooner and Monroe at Garfield. many people (including me) often take the bus from those two locations. I understand that you might need to relocate during the construction, but please do consider putting them back after. Those locations are very strategic especially on cold winter because it is near a grocery store and a public library. Thank you!
11. Thank you for offering the chance to send feedback. I am particularly concerned about the bus stops at Breese Terrace and Regent St. This corner is a location where one can transfer between the 6 and the 3 and 19 buses OR wait for both to take whichever arrives first. Currently the two stops for the westbound buses are very close together on the same block making both transferring and waiting for both easy. The eastbound buses are across Regent from each other. The proposed changes would put the stop for the westbound 3 & 19 across heavily trafficked Regent St. AND a block away from the westbound 6 stop. It would be quite difficult to look out for both lines because of the distance and busy street. If you could keep the westbound stops on the same block it would increase convenience greatly.
12. Monroe Street The stops are just fine the way they are!!! There is no need to change any of them. Thank-you!
13. Myself and at least 5 other people live at the Clarendon apartments at the 1600 Monroe block. We use the 3 or 7 bus daily for work, grocery shopping and other important trips. Most of us are senior citizens and challenged by walking long distances with groceries or bad weather conditions. The proposed bus stop at Garfield/Monroe west is significantly further from the original stop. I know there are safety considerations but I hope it is possible to either keep the original location or have the bus stop closer to the original bus stop. Maybe one of the pedestrian crossings could be eliminated to improve safety. Also, stop#2255 by Monroe library is convenient.
14. I am not sure if you are the correct person to reach out to, but I thought that you might be involved in this project? I am the supervisor for the Monroe Street Library.

I wanted to discuss the proposed changes to Monroe Street bus service. As I understand it, this plan would eliminate the Garfield St. stops just outside the Monroe Street Library. In addition to further distance of stops from MSB, patrons would lose the benefit of the bus stop bench in front of the library. We find that a lot of people use that bus stop to enjoy the benefit of our public wi-fi as they wait. In addition, many people seek shelter in the library as they wait for their bus. The location of the stop is beneficial to library patrons and encourages use of our facility.

Also, down the street, removing the eastbound stop near Trader Joes may have a negative impact on grocery-laden patrons. I was wondering about the feasibility of be moving the eastbound Van Buren and Grant stops one block further east? This might be beneficial in both cases.

15. I am not in favor of the proposed change to the Bus stops on Breese Terrace from north of Regent St. to South Breese Terrace. The block of South Breese Terrace between Regent St. and Monroe St. has 5 parking stalls which are used by my customers. There is very little public parking available in this area. It would be a hardship on my business if this parking is lost.

There also are safety issues with having the bus stops on South Breese Terrace for the Pedestrian / Bike Path. For the west bound buses, there would be traffic blocking the Path when the buses stop and pull out. For the east bound buses, it would block the view of Pedestrians and Bicycles for the cars going around or by the buses.

South Breese Terrace was where the bus stop was about 20 years ago. It was moved because of problems with the then seldom used railroad crossing. Now it is a high use Pedestrian / Bike path.

These are just a few of the problems with this relocating of the bus stops. It is a big mistake; opening the City to possible lawsuits.

### **Problems with relocating bus stops from N. Breese Terrace to S. Breese Terrace**

- West bound buses stopping will back up cars blocking pedestrian / bike path.
- East bound buses stopping will block cars view of pedestrians and bikes on the west bound path.
- Slowdown of traffic flow on an already busy street.
- Bikes are moving fast, they already do not slowdown or stop at stop sign.
- Driveways: Pizza Extreme, Gulesserian's Rugs and Clarendon Apartments driveways will have blocked view when exiting by the buses.
- 5 businesses will have a loss of street parking; already short supply.
- The triangle park has a pedestrian exit where the bus stop is planned.
- Game day and events at Camp Randall: People pick up and drop off fans on South Breese Terrace.