

## Melendez, Yadira

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**From:** Bauman, Robert  
**Sent:** Thursday, July 25, 2024 11:43 AM  
**To:** Melendez, Yadira  
**Subject:** Fwd: Support for File #240482

Please add to streetcar file.

Sent from my iPhone

Begin forwarded message:

**From:** "Bauman, Robert" <rjbauma@milwaukee.gov>  
**Date:** July 25, 2024 at 11:06:00 AM CDT  
**To:** Cade Thomas <cade.gerlach@gmail.com>  
**Cc:** "DeLessio-Parson, Ax" <Axdp@milwaukee.gov>  
**Subject:** RE: Support for File #240482

It was nice meeting you in person as well.

I agree 100% about the missing one block of track which could greatly improve operational flexibility. I raised this issue at the design phase and was told it was a very costly block of track due to utility relocation issues and the need for significant "special work"—power switches and a diamond (where rails cross each other).

Additional cars would be nice as well but they cost about \$6m each so that is not an insignificant amount and the full cost would fall to the city since there are no federal grants on the horizon.

I think the entire subject of the streetcar has been moved to the back burners by the administration.

**From:** Cade Thomas <cade.gerlach@gmail.com>  
**Sent:** Thursday, July 25, 2024 10:47 AM  
**To:** Bauman, Robert <rjbauma@milwaukee.gov>  
**Subject:** Re: Support for File #240482

Hello Alderman Bauman,

It was nice talking to you yesterday at Jon's fundraiser.

Having watched the special PWC meeting, I noticed that the Hop folks were concerned about headway on the L Line if it were altered to go to the intermodal. And I guess I don't understand the concern. Frankly, two of the stops on the line likely see pitiful ridership. And the Couture stop only gets high ridership during lakefront festivals. I would propose that the L Line was permanently turned into the Festival line or that the L-line be extended to Burns Commons. Yes, headways would increase on 3 stops, but the rest of the stops that consist of the spine of the system could see headways of 10-12 minutes. I understand that we spent money on that spur, but I think it's still useful as we need some extra parts in case something goes wrong or we want to

change something. I don't think anyone can deny that an extra block of track along Clybourn would have been useful.

Also, would it be possible to order more rolling stock for faster headways across the system? I understand that we're now barred from expanding the system under Act 10, but that doesn't mean we shouldn't try to improve what we have. For a system this short, getting under 10 minutes would be quite the boon!

Much Thanks,  
Cade Gerlach

On Wed, Jul 24, 2024 at 9:38 AM Cade Thomas <[cade.gerlach@gmail.com](mailto:cade.gerlach@gmail.com)> wrote:

Hello Alderman Bauman,

I'm writing in support of the streetcar being split back into 2 lines when a lakefront festival isn't occurring. I walk around downtown quite a bit taking photos of construction projects. As such, I get to see where people get off and on the Hop.

During lakefront festivals, the ridership from the Couture Stop increases dramatically. I have seen this. I have also see that when festivals are occurring at Cathedral Square, but not at the Lakefront, like during Bastille Days, almost no one uses the Couture stop, even if the Hop is full. For example, the Friday before the RNC, I went to Michigan Street to take photos of the progress of the reconstruction project there, and the Hop came around the bend into the Couture stop. It was full and two people got off. A streetcars worth of people were inconvenienced. This is not to say that the Couture stop gets no ridership, though. When there isn't a Cathedral Square festival, there's often many parents who ride with their children from the Third Ward to the lakefront even if there isn't lakefront festival taking place.

Besides this, I hope this discussion spurs (pun intended) discussion of a short segment of track being built on Clybourn between Broadway to Milwaukee so that a more sensible East-west configuration can be done between the intermodal station and the Lakefront. I also wonder if it would serve the current ridership better if the Lakefront line was permanently turned into the Festival line. While, the lake spur would see longer headways, the rest of the system would see lower headways. Also, I think some "bike improvements" could be made to Milwaukee and Broadway. Some of those improvements could include making so the Hop has a dedicated ROW between Kilbourn and St. Paul. This will over course be done to protect cyclists by installing "streetcar protected bikeways".

Please add this to the file.

Much Thanks,  
Cade Gerlach