

Transit and Parking Commission Testimony Regarding Proposed Changes to Route #11  
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I ride the #11 bus almost daily when it is operation. Routing plans need to be modified considerably before they could be adopted. If Plan B were adopted, I'd still be able to use it since it would go on Midvale instead of Blackhawk, but my major concern is that the change would eliminate it stopping at the West Transfer Point. Co-riders transfer there and will suffer immeasurable harm if the stop is taken away.

As the proposed change was not in the Transit Development Plan nor communicated to the UW Transportation Services person in charge of its bus program, proposed changes were a big surprise and largely unknown. Bus riders have largely found out about the proposal from other bus riders. Subsequent communication with Metro's route planner suggests too that the change is not well thought out or based on good information.

When I communicated with Metro, Conn suggested that people who currently transferred to the #11 could transfer to the #2 instead. That is wrong. The #2 does not go through campus the way the #11 does, and while some riders do get off by a clinic or hospital, many of them on the runs I have taken get off or on at the stop by the Natatorium or Vet School and other stops not served by the #2.

You might also assume that the proposal would be based on good information. That is wrong. When I learned about the proposal, I asked Metro how many transfers were made onto the #11 at the West Transfer Point. I knew they collected boarding data. But they did not already have that information; they had to get it. After a few days, I was told that:

*A review of Automatic Passenger Counter (APC) equipped buses during the month of March shows an average of 4.3 passengers boarding Route 11 buses at the West Transfer Point; with a high of 17 passengers and 7 trips showing no boarding passengers. Since our fleet is not 100% APC equipped, the sample was limited to 42 trips. Bus drivers who step off and re-board would be counted as a boarding passenger.*

It is difficult for me to interpret this because I have no idea what that sample means. There are seven runs leaving from the West Transfer Point every weekday between 6:15 a.m. and 9:15 a.m, usually coming as the #52. The first #50 arrives there at 6:25 a.m., after the first #11 leaves. There were 22 weekdays in March for a total of 154 runs. If it is impossible to make an intelligent assessment from information that Metro only obtained after I requested it, what information was used when proposing that the route no longer begin at the West Transfer Point?

You may share my sense of irony that the last time I was here, it was to object to the proposed elimination of bus stops on Jenifer St. in the name of speeding up buses so they could reach the transfer point in time. Now, it is Metro that is proposing cutting off the transfer point while I am arguing that that is a mistake. Metro just increased route 50 runs so people could transfer. What good does that do if there is no bus to transfer to?