

Comments on Proposed Service Changes for August of 2013 Transportation and Parking Commission April 10, 2013 Susan De Vos, N. Midvale Blvd.

Hello. For the record, my name is Susan De Vos. An officer of the Madison Area Bus Advocates, I speak for myself. My main suggestion is that you keep routes 14 & 15 on Sheboygan at all times but that they do not stop to pick up passengers when the 9-10 pair is running. But let me start off with several others points:

First, it is good that route changes are being discussed publicly in April because it gives time for a real public hearing.

Second, the proposed changes to the 71 & 72, of skipping most stops on University once in Madison, are good ones, in part because they show it reasonable to skip rather than eliminate stops. Question though: Since the service now will be minimal to Madisonians, what formula is being used to charge Middleton for these runs?

Third, some relevant facts that should affect routing and scheduling:

One, what makes sense in March or April may not make much sense in July, and vice versa. June ridership last year was only 56% of what it was in February. So there needs to be flexibility. For example, limiting the 9-10 pair to Sept.-mid May might make sense. Picking up passengers on Sheboygan by the #14 or #15 at off time would then also make sense.

Two, most UW hospital workers do NOT live in Madison, Middleton or Fitchburg and hence do NOT pay (directly or indirectly) for even a quarter of the cost of a bus ride. Routing and scheduling for hospital workers is therefore NOT the best way for Metro to allocate limited resources under the current funding model. The UW is trying to deal with this for its own reasons, constructing Park & Ride facilities with shuttle service to campus. At least until we have an RTA, let them deal with it. They're not trying to help Metro deal with its issues after all.

Three, places along Sheboygan are lived in by many people who do not have a car and live on weekends, not just weekdays. The #2 and to a much lesser extent the #8 are the only runs that service the area on weekends. If it makes sense to schedule 15-minute headways on the #2 west of the square at certain times during the week, why does it not make sense to do that on the weekend as well? Or run the #8 more frequently than once an hour during certain times Sept.-mid May when students are in town. After all, wasn't one of the reasons for the recent fare hike to enhance service on the #2?

Now my main comments. What is being proposed for the 9-10 pair makes a lot of sense to me, especially if the #10 serves Old University. Bypassing the Square now that we have signal priority abilities may

not be optimal, but I do not have time to go into that. However, I do suggest that the numbers 14 & 15 stay on Sheboygan but be limited from picking passengers up between Sept. and mid-May or when the 9-10 pair is running. Not only is it important that someone riding that bus stay able to be left off at the State DOT building or near Rennebaum Park, what we want for a TOD area, but there are people on Sheboygan who need a nearby stop for a bus to continue to take it across town beyond where the pair would go, and there are important housing settlements on Segoe that should stay serviced. For instance, a major Senior Housing structure is on Sawyer Terrace. Frail residents should not need to walk far or cross University Ave. to go to/from a functioning bus stop. In the other direction on Segoe, before Regent, there is another housing settlement that should not be bypassed. Nor can I over-emphasize the value of constancy.

The State DOT building is going to be redone, the latest plan being to put a building there along with structured parking. Whatever happens, Madison could and should extend the TOD nature of the area. That means having a bus stop there so someone can take the bus to work. If someone had to walk blocks to work from the nearest stop for the #14 or #15, that would hardly encourage him/her to use transit instead of the parking lot.