

Comments on Proposed #11 2019 Service Change
Susan De Vos - April 24, 2019

Hello again. For the record, my name is Susan De Vos. I live at 610 N. Midvale Blvd. and ride the #11 a lot.

One of the two major proposed changes to the #11 route is near the West Transfer Point. The change would divert it from its current path down Science Dr. to going down Tokay to Midvale Blvd. instead before going back to Segoe. I typically do not go to Science Dr. because the road is not accessible, but want to report what I experienced Monday as I traveled from the West Transfer Point on the last #11 of the morning. There *is* a major UW Health building on Science Dr. that gets linked to the hospital on campus by the #11. Two people got on there.

While it is true that the #6 stops there as well, it is disingenuous for Metro's information packet to suggest that the #6 could substitute for the #11. The #6 never goes even close to the hospital, maybe a mile and a half at its closest point. However it *does* make the good point that the reroute would increase bus access to a certain area. And to my chagrin, the responsible party in UW's Transportation Services Office is not raising even a finger to say anything about the loss of a link. I am not going to do her job for her as I need to use your time for other things.

My major concern is in regards to the second main change proposed to the #11's route. And that would be take the route off the Square to go more directly down to John Nolen from W. Johnson. I recommend postponing any such move until a clear policy can be made regarding the use of the Square. There are a lot of pros and cons to the issue, and it should not be made *de facto* and in a short-sighted way by the gradual *creep* of Metro reroutes. An example of how such short-sighted moves could have deleterious long-term effects was Metro's proposal a few years back to eliminate the bus stop on the Square that is heavily used now after the bus stop on Mifflin at the top of State St. was taken away. Fortunately, the TPC had rejected *that* short-sighted proposal.

At the same time, it is easy to imagine that Metro is frustrated by what has been a continual punting of the issue of buses being routed through the Square. Metro is continually made aware of the high cost involved. And not just in terms of the time it takes up. Postponing a decision on the proposal puts pressure on your companion body that deals with long term policy to make a determination if it is not to abrogate its responsibility. For my part, I intend to testify at the TPPB's next meeting, suggesting that it take up this issue, perhaps developing an *ad hoc* subcommittee similar to the way the TPC developed an *ad hoc* committee to wrestle with the issue of downtown parking.

One more comment as I cannot help noting the contradictory logic being used to buttress the two major changes to route #11. On the one hand, the west side rerouting would **enhance** accessibility. On the other hand, taking the bus off the Square would **reduce** accessibility although Metro ignores the issue of accessibility there in favor of the time gained. Both the city and county governments currently provide employees unlimited ride bus passes. Metro is encouraging other employers including the state government to do so as well. A major use of the pass is to commute to work and a major reason for the peak hour service of the #11 is to provide a means to do so. Major employment centers are downtown in buildings such as this one, ones across the street and so on. What good will it do to enhance the accessibility of Madison households to a bus route if that bus would no longer take someone to work or some other activity downtown?