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To: [Transportation Commission](#)
Subject: Network Redesign Refinements Public Hearing Comment
Date: Wednesday, September 27, 2023 7:57:39 PM

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Hi,

I got into the Zoom meeting just a bit too late to provide comment on the network redesign refinements (agenda item 5). I appreciate all of Bjorn's hard work to optimize the system, I'm very grateful and was glad to hear his updates. Here's a bit of my experience riding the bus, I've been doing it since mid-August. I hope some of this is useful, it is probably way too much information, but I just want to be helpful and specific.

I live on Hayes Rd. and work at UW, so I rely on routes P and A Monday-Thursday. Route P is very consistent, in the mornings I take the 7:39-7:51 loop, and never have any issues getting to the Independence transfer to Route A on-time. In fact, I usually end up waiting for Route A for a bit under 10 minutes. This would be the bus that is scheduled to reach Independence at 7:59. It is usually on-time, never more than 5 minutes late. I get off at Park usually between 8:30-8:40, so while it is a bit behind schedule by this point, it still runs pretty consistently at that time, only once did I arrive after 9:00, but this was a Friday (9/8), a day of the week I have only taken the bus a few times, plus that was UW's first week of school. It seemed like a fluke.

Making the connection to Route P in the evening is much less predictable. I typically take Route A from Park, it's scheduled to stop there at 4:14, it's not uncommon for it to be up to 5 minutes late. In my limited experience, this bus seems to have much more difficulty staying on schedule than its later departures. Usually, this bus arrives at Independence in time for the 5:09 Route P departure, but I notice that the arrival time is much less consistent, and it will occasionally miss the connection. Based on the timetable, I would say that the 4:14 bus from Park usually arrives at Independence when the 4:29 bus is supposed to get there. This makes it difficult to know which 15-minute interval is best to be on to make the 30-minute interval Route P. The stretches where the bus gets caught in traffic seem to vary a lot. Usually Capitol Square and environs are slow. The left turns for E. Washington at Wright and especially Stoughton can be very long compared to their westbound counterparts, which are right turns. Other than that, I'm sure peak traffic adds to the variation. On days when I take a later Route A bus (4:29 or 4:44 from Park), the bus seems to run quicker until Madison College, and it often seems like it is catching up to the bus ahead of it, partially due to having fewer passengers on it. Traffic on E. Washington between Stoughton and the Interstate is particularly bad by this time, and the BRT construction definitely doesn't help matters.

All of this is to say that the gap between Route P arriving at E. Washington and westbound Route A departures could be reduced, and peak-traffic eastbound Route A arrivals do not always make the Route P departures at Independence, so maybe that gap could be increased.

If you have any questions for me, I'm more than happy to talk to you, you can send me an email at this address. I really appreciate the bus service a lot, thanks for taking the time to hear from the public, and I eagerly await the BRT upgrade to Route A!

Thanks,
Anders Voss

P.S.

Also, since the topic came up, I also wanted to give perspective as a UW employee that the university is definitely operating in a way that feels much closer to before the pandemic than during it, so I'm not surprised that the ridership has been unexpectedly high compared to previous years. The departments in my college typically work 4 days/week in-person with either Monday or Friday as a remote option. I cannot speak to the rest of the university's work schedules as a whole, but I figured this could be somewhat helpful for you to know.