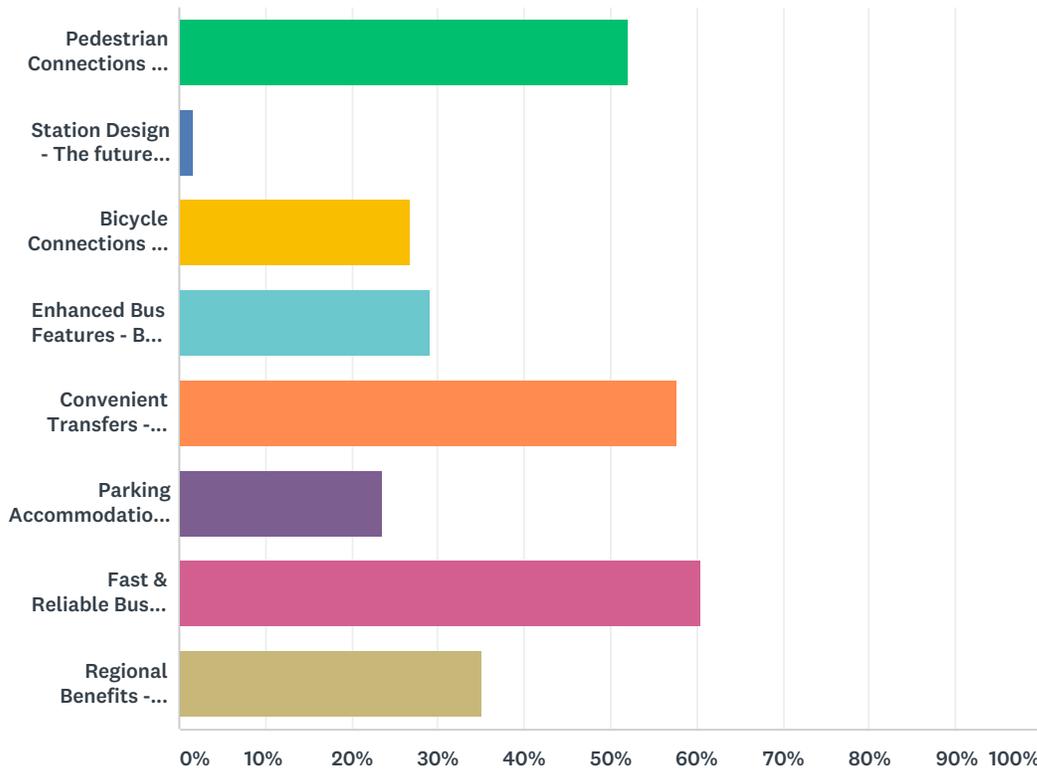


Q1 Select your top 3 priorities related to planning for the new Madison East-West BRT service. We want to hear from you no matter how often you currently use public transit in Madison.

Answered: 288 Skipped: 7



ANSWER CHOICES	RESPONSES
Pedestrian Connections - Nearly all transit trips begin and end with walking. Providing safe, walkable streets and designated crosswalks within the Madison BRT corridor is important, especially around BRT station areas.	52.08% 150
Station Design - The future East-West BRT corridor includes a diverse mix of neighborhoods and commercial districts, each with its own unique character. BRT station areas should be designed to complement and enhance development in the areas in which they are located.	1.74% 5
Bicycle Connections - People of all ages and abilities ride bikes in Madison. On-street bike lanes and dedicated paths should be designed to provide safe, convenient connections to BRT stations.	26.74% 77
Enhanced Bus Features - BRT vehicles should include modern amenities which provide a high-quality riding experience for all users. Some examples include on-board WiFi, on-board bike storage, distinctive branding, and alternative fuel or electric vehicles.	29.17% 84
Convenient Transfers - Many Madison Metro routes use the proposed East-West BRT corridor for at least a portion of their trip. Establishing efficient transfers between local Metro routes and the new BRT routes will benefit the entire bus system.	57.64% 166
Parking Accommodations - Implementing BRT often requires the removal of some on-street parking to provide fast, reliable transit service. Balancing the pros and cons of on-street parking versus bus-only lanes should be evaluated, along with the possibility of adding park and ride facilities.	23.61% 68
Fast & Reliable Buses - BRT is an opportunity to rethink how cars, buses, bikes, and pedestrians are prioritized in and along our roadways. Madison's BRT investment should enhance the travel experience for everyone by making buses faster and more reliable.	60.42% 174

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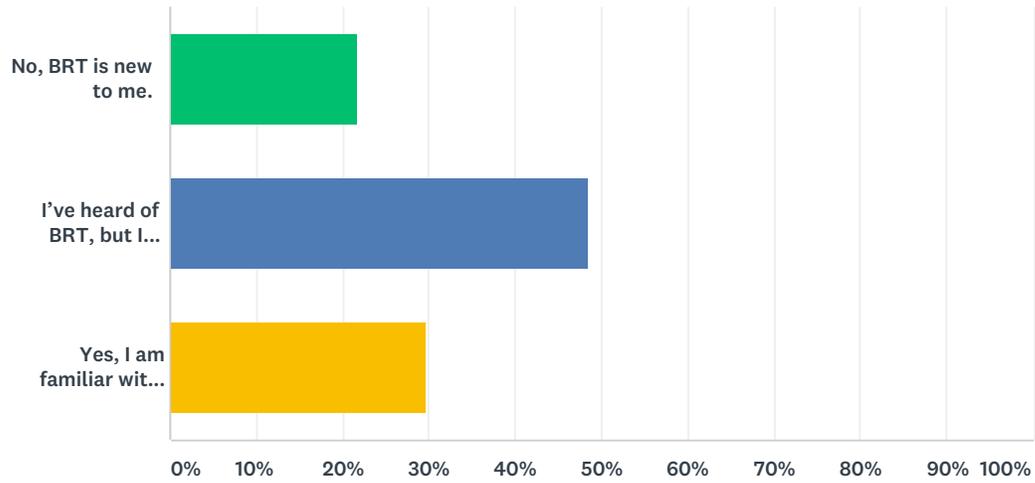
Regional Benefits - Commuters from cities outside of Madison use the proposed East-West BRT route daily to reach major employment centers. Madison should create a BRT system that encourages regional commuters to use the bus for all or a portion of their trip.

35.07% 101

Total Respondents: 288

Q2 Are you familiar with bus rapid transit (BRT)?

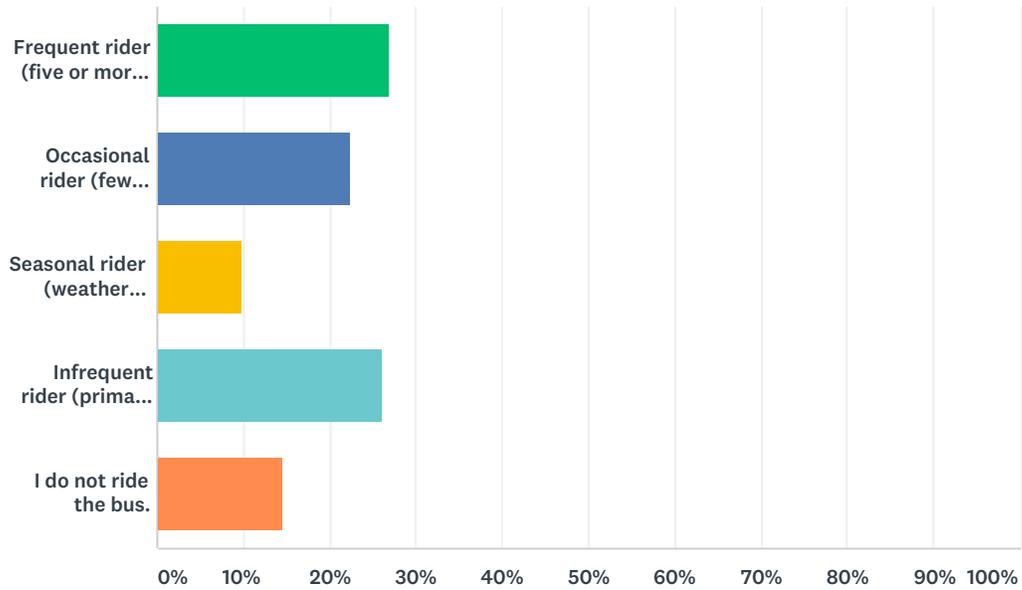
Answered: 286 Skipped: 9



ANSWER CHOICES	RESPONSES	
No, BRT is new to me.	21.68%	62
I've heard of BRT, but I don't know much about it.	48.60%	139
Yes, I am familiar with BRT.	29.72%	85
TOTAL		286

Q3 On average, how often do you ride the bus?

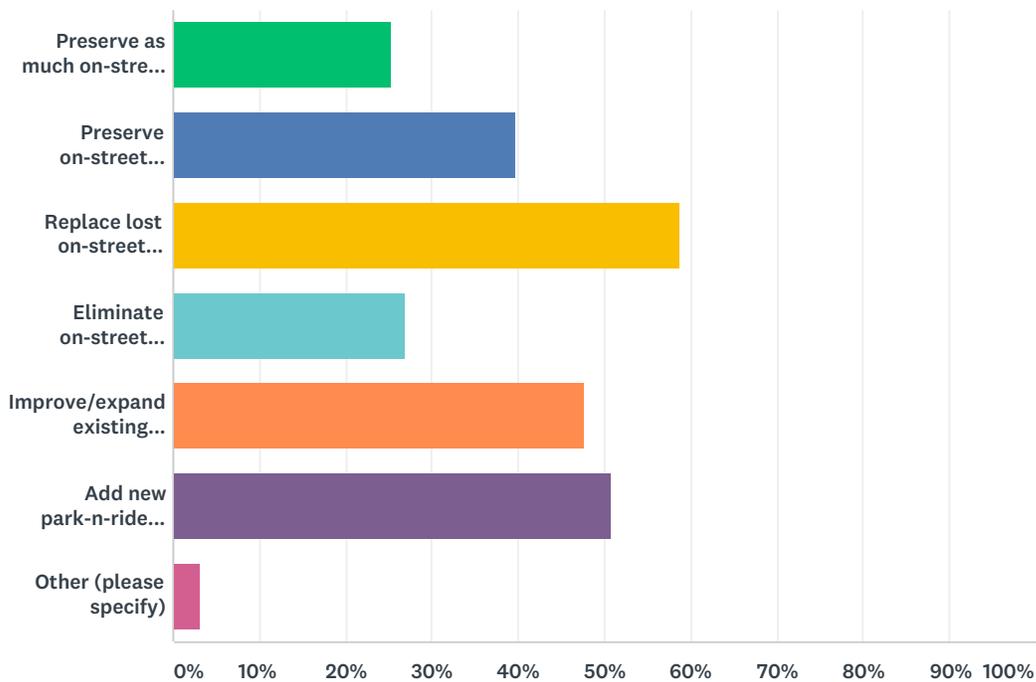
Answered: 286 Skipped: 9



ANSWER CHOICES	RESPONSES	
Frequent rider (five or more days per week).	26.92%	77
Occasional rider (few times per month).	22.38%	64
Seasonal rider (weather impacts my ridership).	9.79%	28
Infrequent rider (primary vehicle not available).	26.22%	75
I do not ride the bus.	14.69%	42
TOTAL		286

Q4 What are the most important parking issues that should be considered along the BRT route? (Select up to 3)

Answered: 63 Skipped: 232



ANSWER CHOICES	RESPONSES
Preserve as much on-street parking as possible	25.40% 16
Preserve on-street parking near businesses	39.68% 25
Replace lost on-street parking with nearby off-street parking	58.73% 37
Eliminate on-street parking where it will allow for a dedicated bus only lane	26.98% 17
Improve/expand existing park-n-ride lots that connect to the corridor	47.62% 30
Add new park-n-ride lots to serve the corridor	50.79% 32
Other (please specify)	3.17% 2
Total Respondents: 63	

#	OTHER (PLEASE SPECIFY)	DATE
1	Safety! On the buses and at stops and transfer points. This should be the number one priority.	1/17/2019 9:34 AM
2	Possibly add bus only lanes for busy parts of the street	1/15/2019 10:51 AM

Q5 Provide comments you have related to parking along the BRT corridor.

Answered: 18 Skipped: 277

#	RESPONSES	DATE
1	It must remembered that this is only a PART of a person's commute. Park-n-rides and easy transfers are critical.	1/25/2019 3:29 PM
2	Madison does not need a BRT system. The city should be asking why are people not using the current bus system and then make changes to the current system so more people will ride it.	1/25/2019 6:21 AM
3	I think it is great you are looking at this alternative. As Madison grows to higher densities parking will become more critical for an effective BRT system.	1/19/2019 9:38 AM
4	Eliminating parking could be bad for business and, thus, lost revenue from taxes paid by businesses!!	1/17/2019 9:34 AM
5	Lots should be highly secure and NOT impact neighboring communities. There has been a LOT of crime involving car break ins lately.	1/16/2019 11:52 PM
6	Keep in mind that not all people who need to park on the street live in Madison and will be able to use BRT. People commuting in for work will still need parking that they can afford and many use the street rather than pay the outrageous rates charged by the city.	1/15/2019 10:50 PM
7	Purists will say, "screw the car parking (storage)," but gaining support for any transit improvement* will require accommodating concerns about having parking, particularly near businesses. I'm not convinced that it's such an important consideration, but am realistic enough to see that it's a necessary concession. * As for transit improvement, ideally, Madison will finally grow up and understand that we need actual rail transit, not this stupid bus "rapid" transit charade. Buses are an inferior form of rapid transit. People will ride rail, they don't ride buses. If we'd done something about light rail (or even a baby-step commuter rail back in the 1990s, we wouldn't still be in this position now. Horrible failure of leadership with respect to mass transit around here.	1/15/2019 10:11 PM
8	I favor giving BRT planners the ability to eliminate any and all parking to accomodate BRT lanes. Furthermore I encourage planning for parking EXCEPT for tearing up the grassland adjacent to West Transfer. Planners should put driver rest room facilities at the ends of the BRT routes and other major routes. That is not a joke. Having to wait for drivers to pull into the Stop & Go is a huge waste of time for riders and I have to suppose it's embarrassing for driver.	1/15/2019 4:09 PM
9	I advocate fewer cars, so I am indifferent to lost parking places. But improvement of *existing* (not new) park and ride lots would be acceptable.	1/15/2019 3:34 PM
10	We already do not have enough parking in downtown Madison so I hope that we either have more parking available or certainly not less.	1/15/2019 12:09 PM
11	Parking is essential as are busses. I park and walk at tines. Busses are not close enough to businesses so if you are on crutches or in a wheelchair, would that work for you? In the winter?	1/15/2019 11:21 AM
12	I am a commercial photographer; I often need to carry extra lighting equipment to my photoshoots at area businesses. I would like to park close to the business that is my client so I don't have to carry the gear very far from my car.	1/15/2019 10:11 AM
13	North-south BRT would greatly benefit underserved parts of our community!	1/12/2019 8:40 AM
14	Don't remove on Street parking. It is difficult enough to find parking in Madison.	1/12/2019 6:01 AM
15	Eliminate two hour parking limitations.	1/9/2019 2:56 PM
16	If someone has transportation to parking they can probably drive or carpool to their desired location.	1/3/2019 8:02 PM
17	Parking in Madison is very hard to come by. I ride the bus every day to school and back, but I find it impossible to park downtown when I drive.	12/27/2018 2:54 PM

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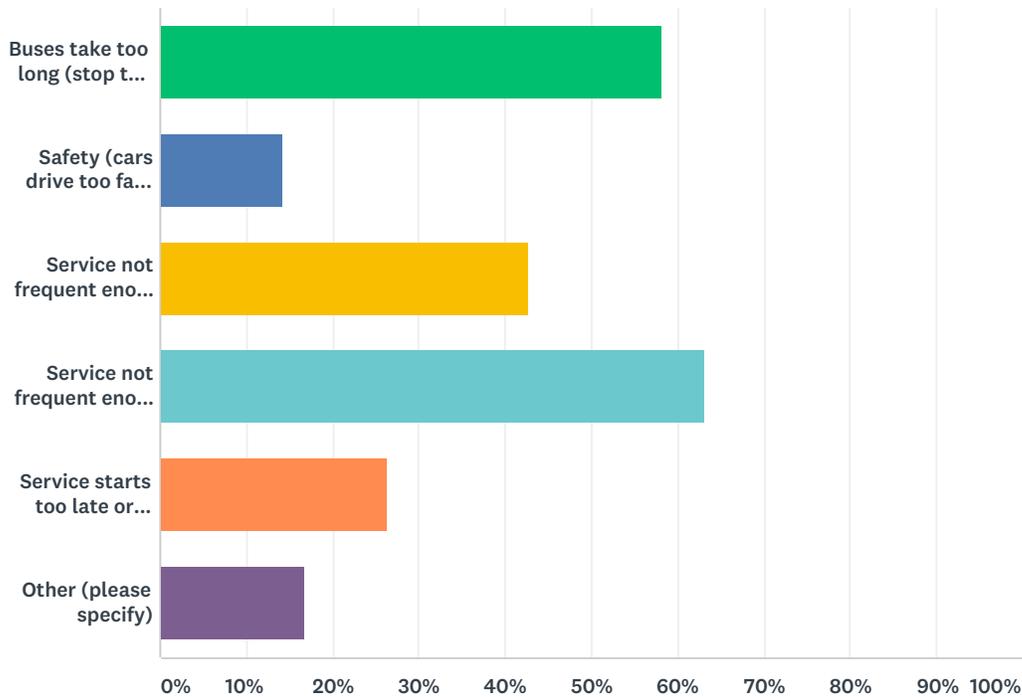
18

More park and ride options would make this more accessible to those of us who live in the outlying communities (Waunakee, Verona, McFarland, Oregon, Sun Prairie).

12/21/2018 12:00 PM

Q6 Which are the most important travel concerns along the BRT corridor today? (Select up to 3)

Answered: 155 Skipped: 140



ANSWER CHOICES	RESPONSES	
Buses take too long (stop too frequently)	58.06%	90
Safety (cars drive too fast and/or don't respect buses)	14.19%	22
Service not frequent enough during weekday peak	42.58%	66
Service not frequent enough during off-peak, or weekends	63.23%	98
Service starts too late or ends too early	26.45%	41
Other (please specify)	16.77%	26
Total Respondents: 155		

#	OTHER (PLEASE SPECIFY)	DATE
1	Need to have good connections for the north side of the city	2/1/2019 3:35 PM
2	Any time you have to make connections, the trip is much more difficult to coordinate (and takes a lot longer)	1/30/2019 9:32 PM
3	Buses that arrive too early and do not not wait for passengers at specified arrival time	1/28/2019 7:24 AM
4	Just too slow. It's not just stops, it's the routes, the traffic, etc. It can take an hour for what is normally a 10-minute car ride.	1/25/2019 3:29 PM
5	Commuter routes make too many stops and take too long to get downtown.	1/22/2019 11:21 AM
6	Better service routes	1/20/2019 9:05 PM
7	Buses being on schedule.	1/19/2019 5:40 PM

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8	Again, #1 is safety of metro customers who have been attacked by young thug customers!	1/17/2019 9:34 AM
9	crowded travel; buses not on schedule	1/16/2019 3:57 PM
10	Buses need to run frequently enough that you don't need a schedule	1/16/2019 2:44 PM
11	My daugther takes the bus and it sometime is early so she will miss it she gets done at 2:40 bus should be there at 2:45 when she get there at 2:43 the bus is gonealready it came a little early.	1/16/2019 12:49 PM
12	buses full and refuse riders	1/16/2019 5:11 AM
13	Can't rely on being able to put my bike on the bus	1/15/2019 6:43 PM
14	Service within short walking distance.	1/15/2019 2:41 PM
15	Wait at transfer station too long.	1/15/2019 1:54 PM
16	Don't know	1/15/2019 12:10 PM
17	Travel to DMV via bus, for example, is rediculous!	1/15/2019 11:21 AM
18	timing of transfers	1/15/2019 10:54 AM
19	Too expensive or I often don't have correct change or cash.	1/15/2019 10:32 AM
20	Delays, late busses make timing unreliable	1/15/2019 9:56 AM
21	Doesn't connect with McFarland	1/9/2019 12:39 PM
22	No direct bus commute from my house to job. If there was I would take bus to work more often than not.	1/8/2019 4:39 PM
23	It doesn't reach the outlying communities (Waunakee, Verona, McFarland, Oregon, Sun Prairie).	12/21/2018 12:00 PM
24	Will the bus be able to make its connections on time, so that you don't have to wait an extra 30 or 60 minutes at the transfer point.	12/21/2018 9:20 AM
25	Unreliable arrival times	12/21/2018 12:00 AM
26	hard to catch routes that are only served in the AM/PM but not mid-day	12/18/2018 8:15 AM

Q7 Provide comments you have related to the current travel experience along the BRT corridor.

Answered: 41 Skipped: 254

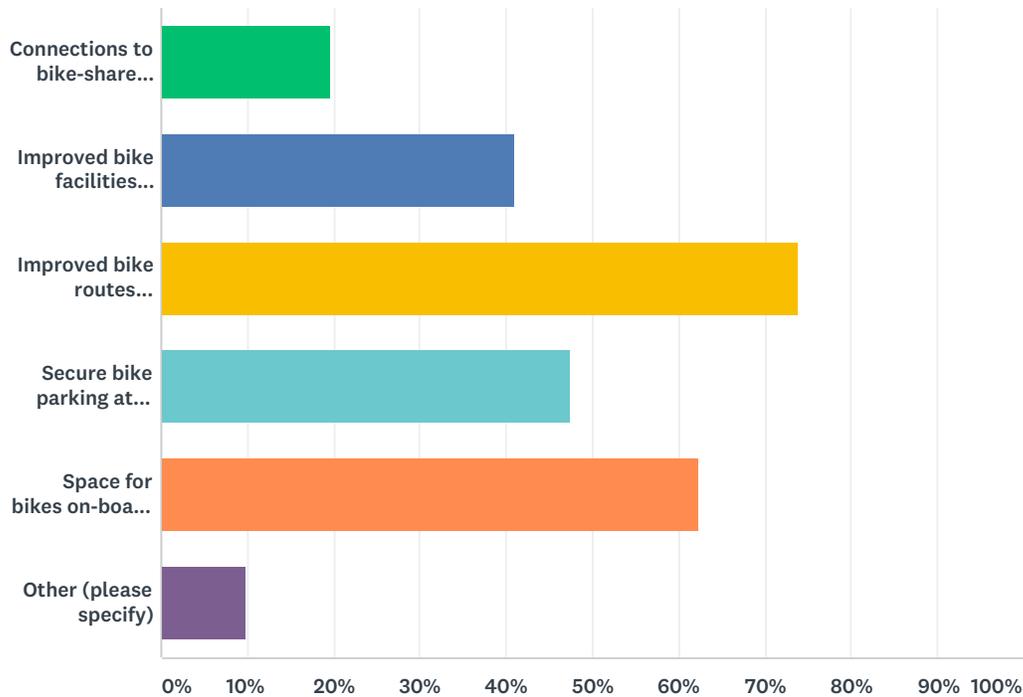
#	RESPONSES	DATE
1	service needs to be extended to Middleton where Madison area people work	2/7/2019 10:44 AM
2	It's an hour long ride from the Capitol to Watts road each workday evening currently. I think BRT would make that much quicker.	2/1/2019 4:48 PM
3	I am concerned with pushing more traffic into existing lanes to accommodate the exclusive bus lanes	2/1/2019 3:35 PM
4	I live pretty close to the isthmus on this route, so I already have great service around rush hour. However, coverage thins out quickley as you move west and is tough if you're traveling not at rush hour. Lots of single occupancy cars are being used on this route. Would love to have those people on the bus!	1/30/2019 9:32 PM
5	would ride more if I knew exactly when the bus was coming	1/30/2019 2:04 PM
6	none	1/28/2019 12:58 PM
7	I can't find any information on the proposed route.	1/26/2019 9:21 AM
8	It takes me an hour+ to go from S Gammon to downtown. Even longer to go to the Atwood area. Completely unacceptable.	1/25/2019 6:07 PM
9	The West side has odd and inefficient bus routes. So many of the people that live on the West side and work at the West Town mall have to spend more than 3 times the amount of time to get there by bus than by car. They have to first go to the West Transfer Point and then get on a different route to get to the mall - why is there no direct bus line for them? Also why did the 58 route get changed so it no longer goes down Schroeder road? Very frustrating for people no longer on the 58 route who want a fast way to get to the capital - now have to transfer or take the 50/2 which takes much longer.	1/25/2019 6:20 AM
10	Easier boarding and exiting for elderly.	1/24/2019 4:38 PM
11	We need BRT to ease car congestion.	1/24/2019 2:21 PM
12	too many stops, occasional overcrowding	1/22/2019 8:38 PM
13	bus #6 takes too long, too many stops on the Capitol Square	1/22/2019 2:00 PM
14	Buses are early or late to bus stops making bus travel inconvenient.	1/19/2019 5:40 PM
15	It's OK if I'm only going from my house (near Midvale and Odana) to just past the Square. Beyond that takes too long. I never take the bus on weekends.	1/17/2019 8:52 PM
16	poor connections, buses drive away as one bus unloads and the connection is lost, need better communication between busses to let other bus know there are riders wanting to get on that bus (before it speeds away)	1/17/2019 7:15 PM
17	I think the express busses work well	1/17/2019 8:06 AM
18	Roads need repair	1/16/2019 2:44 PM
19	Need a more direct path downtown on a continuous schedule.	1/16/2019 1:19 PM
20	Need better route west side to Truax/MATC	1/16/2019 11:19 AM
21	#38 bus through campus at evening rushhour often too full. Sometimes drivers refuse new riders at Johnson/Park. But the bus then soon empties out in the student housing areas in Bassett. Also, the 38 is almost always late because of the Charter St. mess during evening rush hour	1/16/2019 5:11 AM
22	There is no fast way to get across Madison on transit.	1/15/2019 10:30 PM
23	Rush hour traffic really slows things down.	1/15/2019 10:21 PM

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24	more frequent service on weekends might increase ridership	1/15/2019 10:18 PM
25	I use the bus system everyday and I love the google maps app, I just wish buses didn't show up early to bus stops because it causes me to miss my route and wait up to an hour for the next one all because I was a minute late.	1/15/2019 6:02 PM
26	Takes too long to get across town.	1/15/2019 2:38 PM
27	Don't use... too much travel time.	1/15/2019 1:54 PM
28	n/a	1/15/2019 12:23 PM
29	Frequent stops in car lanes problem for congestion in campus part of east-west corridor	1/15/2019 11:27 AM
30	My main issue has been long commute time because of a transfer and wait time between buses	1/15/2019 11:15 AM
31	I'd love to take the bus more often, but it takes too long to get anywhere and the busses don't come often enough.	1/15/2019 11:00 AM
32	I'm disabled and have to get from W. Wash and Park to University and Park to catch rapid bus to Middleton.	1/15/2019 10:54 AM
33	Traffic in the downtown area sometimes negatively effects my travel time and I've definitely been late to work because of that.	1/15/2019 10:35 AM
34	Some bus drivers don't wait for you to get on if you're not at the front door.	1/15/2019 10:25 AM
35	I get excellent service during peak from the #6 and #4.	1/15/2019 9:38 AM
36	No bus between Middleton and the East side	1/9/2019 1:11 PM
37	Some safety concerns while riding the bus and waiting for a transfer at the South Park bus station.	1/9/2019 8:28 AM
38	I can bike to work faster than current busing, even without a transfer.	1/1/2019 10:06 PM
39	The entire University corridor to Middleton should be considered for BRT, or at least bus service between Middleton and BRT/West Transfer	12/30/2018 4:51 PM
40	I would ride the bus more on weekends/off-peak hours if service was more frequent. I live on the 14 route.	12/27/2018 2:54 PM
41	The #6 bus is very helpful is being able to travel a long distance, but the trip seems like it takes a long time when you're sitting on the bus.	12/21/2018 9:20 AM

Q8 What would most improve bicycle travel within the BRT corridor? (Select up to 3)

Answered: 61 Skipped: 234



ANSWER CHOICES	RESPONSES	
Connections to bike-share stations	19.67%	12
Improved bike facilities along and/or parallel to BRT corridor	40.98%	25
Improved bike routes connecting to corridor	73.77%	45
Secure bike parking at stations	47.54%	29
Space for bikes on-board BRT vehicles	62.30%	38
Other (please specify)	9.84%	6
Total Respondents: 61		

#	OTHER (PLEASE SPECIFY)	DATE
1	Electric or Hybrid buses. We need to pollute less!	1/18/2019 6:12 PM
2	As a petite person, I always find it awkward to get my bike on the bus bike rack	1/17/2019 4:24 PM
3	Safe bike day storage at stops.	1/17/2019 12:55 PM
4	Ability to accompany more bicycles per bus, preferably outside of the bus but on-board as a LAST PLACE option.	1/16/2019 10:43 AM
5	Using only ELECTRIC buses so that cyclists on nearby bike routes, and residents of nearby residential areas are not exposed to the toxic fumes of diesel buses!	1/15/2019 12:36 PM
6	traffic signals at bike route crossings.	1/15/2019 10:47 AM

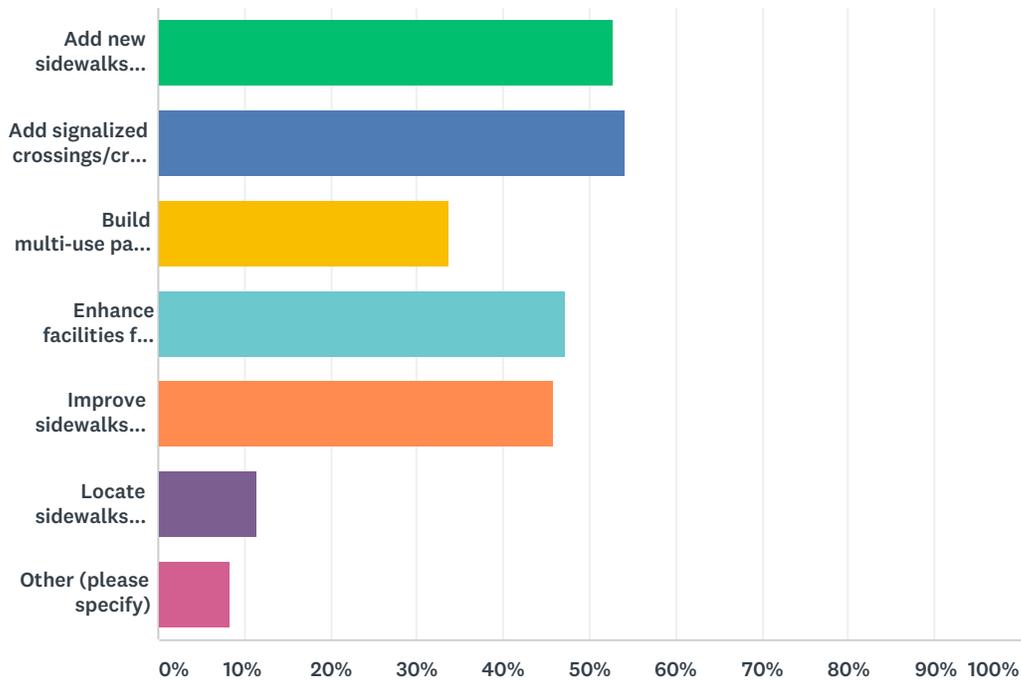
Q9 Provide comments you have related to biking along the BRT route.

Answered: 13 Skipped: 282

#	RESPONSES	DATE
1	Safe/secure parking for bikes and ability to quickly bring bikes onto BRT would be really helpful	1/30/2019 9:32 PM
2	Bikes need their own lane with a divider protecting them from cars and buses along University.	1/18/2019 9:40 AM
3	Route is not intuitive in some locations, steep, exposed to traffic.	1/17/2019 12:55 PM
4	It needs to ensure safety for all.	1/16/2019 8:26 PM
5	Make corridors safe	1/16/2019 4:08 PM
6	BRT should not cause a net reduction (in quantity or quality) of existing bicycle facilities. Bikes should not share a lane with BRT or have to bike next to BRT (like a painted bike lane adjacent to the BRT lane).	1/15/2019 10:30 PM
7	Ample sized B-Cycle stations that would connect to transit would be great. It would be a great alternative to the infrequent and inefficiently timed service to existing transfer points and any future BRT or LRT service. I rarely use the buses because the routes connecting to the transfer point take so incredibly long to go just a few miles that they make the combined trip length non-viable.	1/15/2019 10:11 PM
8	I use my bike almost every day, even in the winter and would love to see bike-friendly busses along a BRT corridor.	1/15/2019 1:17 PM
9	For nearly all of my trips along the BRT corridor, I would just continue by bike if the BRT system was spewing more harmful diesel exhaust in to the air, as I have for 30 years. Only electric buses and reduced car traffic could get me to use the otherwise-great bike path along University Avenue.	1/15/2019 12:36 PM
10	Why would bike routes be needed along the corridor? Wouldn't the bicyclists be on the BRT? - unless the BRT was replacing the shortest bike routes (making the bikes take a longer route because the BRT blocked the shortest bike routes)	1/9/2019 2:56 PM
11	Generally speaking, I prefer off-road or protected bicycle facilities parallel to the roadways.	1/8/2019 3:39 PM
12	Bike Routes are Non-existent between University and West Transfer Point	12/30/2018 4:51 PM
13	Madison is great for biking. My only worry is biking along Old Campus Drive. I would bike a lot more if there was a complete path from Hilldale to the UW.	12/27/2018 2:54 PM

Q10 What would most improve pedestrian travel within the BRT corridor? (Select up to 3)

Answered: 131 Skipped: 164



ANSWER CHOICES	RESPONSES
Add new sidewalks (eliminate missing segments)	52.67% 69
Add signalized crossings/crosswalks	54.20% 71
Build multi-use paths (also accommodate bicyclists)	33.59% 44
Enhance facilities for people with disabilities	47.33% 62
Improve sidewalks connecting to BRT stations	45.80% 60
Locate sidewalks farther from the road	11.45% 15
Other (please specify)	8.40% 11
Total Respondents: 131	

#	OTHER (PLEASE SPECIFY)	DATE
1	Shelters with heat for the winter.	1/25/2019 6:20 AM
2	Paved bus stops that get snow removed in winter. It is so unsafe for people with disabilities to have to be let off in the street when the bus stop is unpacked or covered in snow.	1/18/2019 9:40 AM
3	Mixed-use zoning for tighter proximity of small business/housing (on west side	1/17/2019 11:25 PM
4	Do not make multi-use paths. Bikers ride too fast and think they own it. They disrespect and ride dangerously around walkers, or even slow bikers!	1/17/2019 8:52 PM
5	make sure sidewalks are bump-free for wheelchair access	1/16/2019 3:41 PM

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6	Traffic enforcement also focusing on pedestrians. Pedestrians crossing on don't walk signs because they are too impatient to wait for traffics ROW to finish or to catch buses will continue to be dangerous even with BRT. BRT should emphasize ALL PARTIES sharing the road.	1/15/2019 10:50 PM
7	I won't support one more cent for bus service until you improve safety on the buses. the recent incident of a woman being beat up after telling loud teenagers to quiet down is an example. i've seen the same thing. and they'll probly get off and get free passes to ride while i pay property tax and full fares	1/15/2019 9:38 PM
8	better hook times to get from one bus to another when at the transfer point.	1/15/2019 6:24 PM
9	Enforce laws that require cars to yield to peds in x-walks!!!	1/15/2019 5:20 PM
10	Using only ELECTRIC buses so that pedestrians on nearby walking routes, and residents of nearby residential areas are not exposed to the toxic fumes of diesel buses!	1/15/2019 12:36 PM
11	Don't know	1/15/2019 12:10 PM

Q11 Provide comments you have related to walking along the BRT route.

Answered: 15 Skipped: 280

#	RESPONSES	DATE
1	None	1/28/2019 12:58 PM
2	Safe for disabled/elderly. Winter safety too.	1/26/2019 8:51 AM
3	The new pedestrian activated flashing lights are AMAZING for improving safety.	1/24/2019 11:39 AM
4	BRT and the regular bus service need to enhance each other. In addition the bus service should service the airport. BRT and/or the bus service should plan for connecting up with a train service, like Amtrak, in the future (15-20 years?).	1/19/2019 9:38 AM
5	It's a boring walk on the west side, empty strip malls and few pedestrians	1/17/2019 11:25 PM
6	mix of sidewalk and bike path	1/16/2019 2:44 PM
7	Signalized crossings are key. It is not enough to just hope that drivers will yield at an signalized crosswalk.	1/15/2019 10:30 PM
8	I am always concerned about cars running red lights when trying to cross intersections.	1/15/2019 10:21 PM
9	Walking to bus stops are simple and convenient	1/15/2019 6:02 PM
10	If buses are noisy and polluting diesel vehicles, I would not walk along the University Avenue corridor, and I never do that now, and only cycle along that corridor when the wind is from the north.	1/15/2019 12:36 PM
11	Difficult if in a wheelchair or on crutches.	1/15/2019 11:21 AM
12	If you're making new sidewalks, make sure they're well-lighted and feel safe for people walking at night.	1/15/2019 11:00 AM
13	I appreciate amenities like the pedestrian bridge over E Washington Ave at Marquette.	1/15/2019 10:04 AM
14	Safety must be assured for all.	1/3/2019 8:02 PM
15	It will be super helpful to have sidewalks available at all parts of the route.	12/21/2018 9:20 AM

Q12 Which Madison Metro routes (or other transit services) would you use most often to connect to the East-West BRT route?

Answered: 79 Skipped: 216

#	RESPONSES	DATE
1	route 18 from south transfer point	2/7/2019 11:15 AM
2	south side to downtown	2/7/2019 10:31 AM
3	Route 73. Would ride my bicycle to BRT station regularly during warmer seasons.	2/1/2019 4:48 PM
4	Bike paths, sidewalks	2/1/2019 3:35 PM
5	4, 18, 7	1/30/2019 2:04 PM
6	16 if it could, otherwise possibly 5, 3	1/28/2019 8:17 PM
7	Route 15, 14 or 7	1/28/2019 12:58 PM
8	Number 6, 4	1/28/2019 7:24 AM
9	Bus 6	1/26/2019 9:21 AM
10	2,4,5,	1/26/2019 8:51 AM
11	50/2	1/25/2019 6:20 AM
12	Route 30 bus. I would be interested in Park & Ride lot by East Towne mall or Woodman's.	1/24/2019 2:21 PM
13	13,6,38,	1/23/2019 4:49 PM
14	14, 6	1/23/2019 10:18 AM
15	2, 6, 18, 4	1/22/2019 8:38 PM
16	#6 #14	1/22/2019 2:00 PM
17	6	1/21/2019 6:15 PM
18	I would connect at Park Street and the Capitol Square via several different buses	1/21/2019 4:42 PM
19	getting to the airport from the west side	1/18/2019 7:16 PM
20	14/68 goes right by my house, or I would walk	1/17/2019 11:25 PM
21	6,7	1/17/2019 10:54 PM
22	12, 13, 5, 10	1/17/2019 7:15 PM
23	2, 6	1/17/2019 2:07 PM
24	29	1/17/2019 11:04 AM
25	I use Route 6, most often.	1/17/2019 9:34 AM
26	I live near University Avenue corridor- not sure if this is part of the route. There are few routes in my neighborhood.	1/16/2019 11:52 PM
27	3,4,6,10,15	1/16/2019 8:48 PM
28	Bike/walk, 2,22, 21, 27,28 bus routes	1/16/2019 4:44 PM
29	Middleton buses	1/16/2019 3:41 PM
30	Along East Wash	1/16/2019 2:46 PM
31	70 buses	1/16/2019 2:20 PM
32	15,8	1/16/2019 1:19 PM
33	2 14	1/16/2019 1:13 PM

Help plan Bus Rapid Transit (BRT) in Madison

34	When going east it takes an hour and a 1/2to get from Whitney way area to Stoughton Rd area	1/16/2019 12:49 PM
35	6	1/16/2019 11:19 AM
36	11/12/13	1/16/2019 8:03 AM
37	21	1/16/2019 1:53 AM
38	Car	1/15/2019 11:37 PM
39	Maybe the 8/14 depending on the BRT route.	1/15/2019 10:21 PM
40	None of the existing routes would be particularly helpful to me in getting to the proposed route. By the time I would get to the bus that would link to it (2, 4, 5, et cetera), I would be almost as well off just staying on that bus than making yet another transfer.	1/15/2019 10:11 PM
41	I use Middleton routes (70, 71, 72) to commute to my job south of UW campus.	1/15/2019 7:31 PM
42	none: my neighborhood would have NO connections to BRT! It will mainly serve already-well-served neighborhoods...	1/15/2019 5:20 PM
43	The 6 bus. Suggestion: MM should put a new commuter transfer point at the top of Seminole on the east side of Midvale (so inbound commuters can take a right turn). Put up a parking garage and proper depot that sells coffee and newspapers and has, gee whiz, clean public restrooms (next to driver-only restrooms). That's a proper use of eminent domain!	1/15/2019 4:09 PM
44	18/59	1/15/2019 2:41 PM
45	The 18 or 2 from the South TP area.	1/15/2019 2:38 PM
46	Hammersley/Whitney to campus Hammersley/Whitney to E. Washington Ave.	1/15/2019 1:54 PM
47	2,14	1/15/2019 1:36 PM
48	5	1/15/2019 1:35 PM
49	#3,#19	1/15/2019 12:39 PM
50	Route 3 or Route 6	1/15/2019 12:23 PM
51	3, 6	1/15/2019 12:21 PM
52	Don't know	1/15/2019 12:10 PM
53	Do not use the bus	1/15/2019 12:09 PM
54	I do not know.	1/15/2019 11:47 AM
55	Routes 4, 5, 6,10	1/15/2019 11:18 AM
56	You would need to provide a map of the BRT corridor in order for me to answer this question	1/15/2019 11:15 AM
57	I'm not sure	1/15/2019 11:00 AM
58	I would like if the #5 inbound connected to a BRT route on University Ave outbound to Hilldale area	1/15/2019 10:54 AM
59	To/from Middleton	1/15/2019 10:52 AM
60	I don't know. I live near the east transfer point.	1/15/2019 10:47 AM
61	I would mostly use the east west BRT route	1/15/2019 10:35 AM
62	Connection to Madison College Truax campus, especially in the evening.	1/15/2019 10:34 AM
63	6	1/15/2019 10:29 AM
64	80	1/15/2019 10:13 AM
65	22,2,28	1/15/2019 10:11 AM
66	72, 2, 6	1/15/2019 9:56 AM
67	Route #6	1/15/2019 9:54 AM
68	Cycling	1/15/2019 9:40 AM
69	I think I'd be near a BRT stop. If not, #6, #4, occasionally #5 and #10	1/15/2019 9:38 AM

Help plan Bus Rapid Transit (BRT) in Madison

70	Bus lines connecting the East side to Middleton	1/9/2019 1:11 PM
71	Stoughton Road area(McFarland)to Capital	1/9/2019 12:39 PM
72	South towne to WSLH State lab on Ag drive	1/8/2019 4:39 PM
73	6	1/8/2019 3:51 PM
74	3	12/30/2018 5:09 PM
75	Route 18, 4, 5, 47	12/30/2018 4:51 PM
76	3, 4, 10, 38	12/29/2018 7:44 AM
77	56, 57	12/27/2018 6:50 AM
78	#2, #10, #6, #3, #7, #50, #51, #18	12/21/2018 9:20 AM
79	2 6 10 15 56 57	12/19/2018 11:52 AM

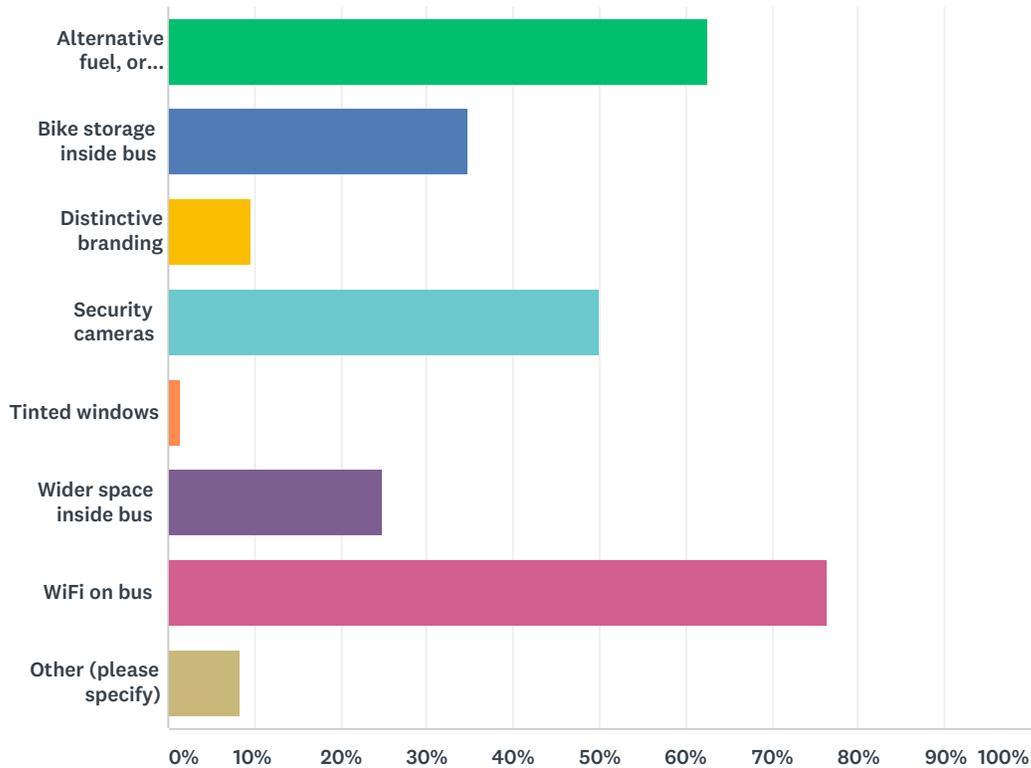
Q13 Provide comments you have related to local or regional bus transfers along the BRT corridor.

Answered: 24 Skipped: 271

#	RESPONSES	DATE
1	I think connecting it to transfer points would make sense	1/28/2019 8:17 PM
2	None	1/28/2019 12:58 PM
3	Concerned about the wait times in transfers. If the BRT runs with such frequency, you may have to wait up to an hour to connect with your metro bus. That will be hard, esp in winter weather.	1/26/2019 9:21 AM
4	buses should avoid the State Str and Capitol Square	1/22/2019 2:00 PM
5	Timing transfers will be important since buses will run less frequently than the BRT. Want a 1 seat ride at least to Square, not Park street	1/21/2019 4:42 PM
6	If we want to eliminate cars downtown provide park & rides and efficient buses routes to and from them at convenient intervals.	1/17/2019 7:15 PM
7	Would like to see more frequent routes running from the further reaches of the city to downtown and back.	1/17/2019 11:04 AM
8	Need to get to Coliseum, AEC area from Univ & Whitney Way area	1/16/2019 1:19 PM
9	I need to get to humane society outside of peak hours	1/16/2019 1:53 AM
10	Make the State Legislature ride.	1/15/2019 4:09 PM
11	I travel & having tram routes make busing easy & quick	1/15/2019 2:41 PM
12	Service sometimes doesn't start early enough or run late enough on weekends for me to use.	1/15/2019 2:38 PM
13	Takes too long.	1/15/2019 1:54 PM
14	I would hope that BRT frees up resources to add routes between regions (without going downtown).	1/15/2019 12:23 PM
15	Just make sure there is not less parking because of this new transit idea.	1/15/2019 12:09 PM
16	I know Monona thinks MM charges too much, but I think a bus should go all the way down Atwood/Monona Dr. and then Broadway	1/15/2019 11:36 AM
17	I'd rather connect to a BRT route on Univ. Ave with non stop on Campus Dr. not transfer on the Square.	1/15/2019 10:54 AM
18	People are more likely to ride if transfers are convenient.	1/15/2019 10:47 AM
19	Have it connect to buses that are headed to Minneapolis and Chicago	1/15/2019 10:35 AM
20	The "estimated arrival time" ticker at the station on Capitol Square by the Subway restaurant is really helpful!	1/15/2019 10:04 AM
21	Make sure there is enough safe standing room at stop ; scheduling should minimize waiting between legs of journey	1/15/2019 9:38 AM
22	I really hope a lot of the other drivers will start using BRT.	1/8/2019 3:19 PM
23	Seems routes could run more perpendicular to BRT rather than parallel the service.	12/30/2018 4:51 PM
24	It would be nice to be able to take a bus to Sun Prairie	12/21/2018 9:20 AM

Q14 What are the most important BRT vehicle features? (Select up to 3)

Answered: 72 Skipped: 223



ANSWER CHOICES	RESPONSES
Alternative fuel, or electric buses	62.50% 45
Bike storage inside bus	34.72% 25
Distinctive branding	9.72% 7
Security cameras	50.00% 36
Tinted windows	1.39% 1
Wider space inside bus	25.00% 18
WiFi on bus	76.39% 55
Other (please specify)	8.33% 6
Total Respondents: 72	

#	OTHER (PLEASE SPECIFY)	DATE
1	USB Charging Jacks	1/25/2019 3:29 PM
2	Do Not let them be full wrap advertising!! It's a bitch to see out the window at night, especially in residential areas.	1/17/2019 8:52 PM
3	Seatbelts!	1/16/2019 1:53 AM
4	Higher frequency	1/15/2019 9:31 PM

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5	Bike storage in or outside of bus, doesn't matter as long as can bring bike along for home/destination	1/15/2019 11:15 AM
6	2. More bicycle accommodation whether inside or outside of bus. 1. Forward facing seats.	1/9/2019 2:56 PM

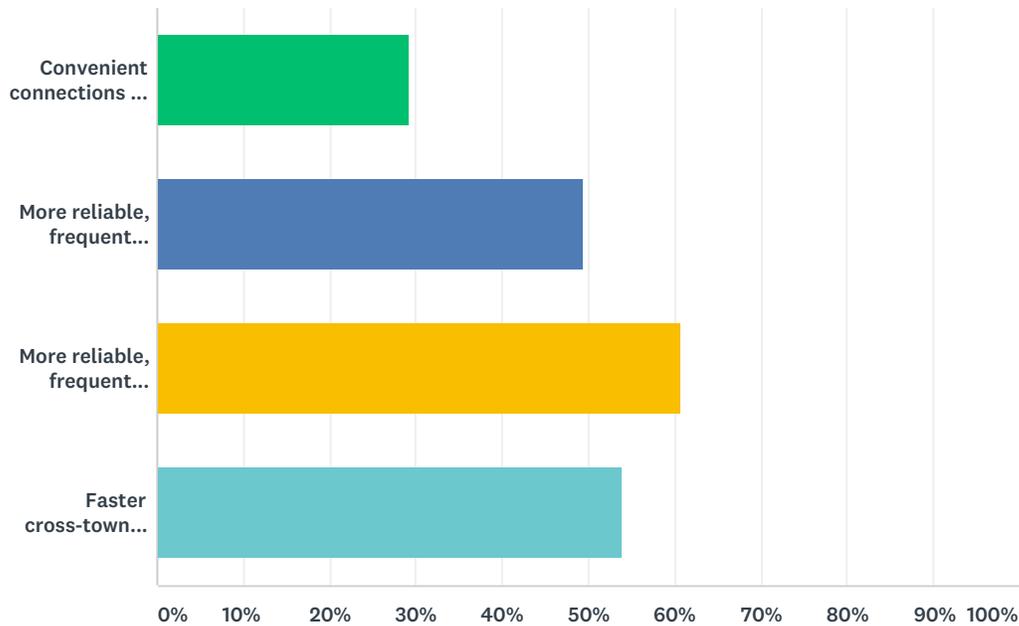
Q15 Provide comments you have related to the BRT vehicle amenities.

Answered: 12 Skipped: 283

#	RESPONSES	DATE
1	Bus only lanes for most or all route	1/28/2019 8:17 PM
2	An app that mates with the current bus to show location on map, and ETA to chosen destination.	1/25/2019 3:29 PM
3	USB charging would be amazing	1/17/2019 4:24 PM
4	Provide a wonderful interior	1/16/2019 4:08 PM
5	wider space inside the bus sometimes encourages ppl to stand when seats are available which makes the bus harder to exit	1/15/2019 10:18 PM
6	Having WiFi would be great. I like keeping an eye on the bus routes through the app.	1/15/2019 6:02 PM
7	There is no shelter for riders at bus stop (Brookwood/Hammersley. My neighbor and I shovel the snow.	1/15/2019 1:54 PM
8	I do not have further comments	1/15/2019 12:09 PM
9	Must have wifi	1/12/2019 6:01 AM
10	Front facing seats (nausea prevention). Smooth braking and acceleration (or more experienced drivers)	1/9/2019 2:56 PM
11	WiFi is a must. Cleanliness is a must. No homeless people napping. Bike storage helpful. Level boarding a necessity for people with strollers or the elderly.	1/8/2019 3:39 PM
12	Someone will have to pay for this and the cost/benefits should be honestly considered.	1/3/2019 8:02 PM

Q16 What are the most important regional benefits of the BRT corridor? (Select up to 2)

Answered: 89 Skipped: 206



ANSWER CHOICES	RESPONSES
Convenient connections to park-and-ride lots	29.21% 26
More reliable, frequent service to major employers and destinations outside of central Madison	49.44% 44
More reliable, frequent service to major employers and destinations in Downtown Madison and the UW campus area	60.67% 54
Faster cross-town travel times	53.93% 48
Total Respondents: 89	

#	OTHER (PLEASE SPECIFY)	DATE
1	All of the above, actually.	1/17/2019 2:07 PM
2	Reduced auto congestion and parking requirements in central city.	1/17/2019 12:55 PM
3	Regional bus service that is readily available	1/15/2019 5:30 PM
4	THE AIRPORT. MATC. Leave room for intercity trains in facility planning.	1/15/2019 4:09 PM
5	Reducing CO2	1/15/2019 1:35 PM
6	The benefit that too few people seem to care about and that does not appear to be a feature of the current proposal, is CLEANER AIR. I have seen no study that concludes that the additional pollution from diesel would be MUCH MORE that offset, or offset at all, by ridership on BRT. Finally, my questions of many weeks ago about whether BRT would indeed be diesel-fueled have never been answered.	1/15/2019 12:36 PM
7	less congestion on the beltline and other routes around the lake	1/15/2019 10:41 AM
8	Reduce car travel with a compellingly attractive alternative	1/8/2019 4:54 PM

Q17 Provide comments you have related to regional issues or benefits associated with the BRT corridor.

Answered: 20 Skipped: 275

#	RESPONSES	DATE
1	Decrease traffic	1/30/2019 9:32 PM
2	too many stops in Down town and Capitol Square	1/22/2019 2:00 PM
3	I think this is an important issue and public outreach is critical, so thank you for this survey.	1/19/2019 9:38 AM
4	see comment above	1/17/2019 7:15 PM
5	I can't see any downsides.	1/17/2019 2:07 PM
6	Please consider shift start & end times for major employers like health care- 7pm & 7am are often poorly served times for those working 12 hour shifts. Workers don't get off duty before 0800 or 2000, limited service times.	1/16/2019 11:52 PM
7	None	1/16/2019 7:17 AM
8	This needs to consider more than just people living downtown. If you can't come up with a feasible solution from far west and far east sides without spending an hour on the bus, don't bother replacing the current system with this.	1/15/2019 10:50 PM
9	MM should consider two kinds of busses. One might be a regular bus or long flex as seen in other cities. The other would be motor coaches for longer express runs.	1/15/2019 4:09 PM
10	The isthmus area already has limited space for all the vehicles on the streets. Limit BRT lane restrictions so traffic issues don't increase.	1/15/2019 2:38 PM
11	Unless everyone has electric cars powered by renewable energy, BRT will be an important part of mitigating climate change.	1/15/2019 1:35 PM
12	The only way it appears that BRT could be a success in reducing our increasing traffic congestion and now-worsening air quality would be to make driving less desirable, such as by reducing parking availability and increasing costs to park at major employers. The cost to Madison residents of health damage caused by commuters must be transferred onto commuters in a way that will encourage electric BRT use and ride-sharing.	1/15/2019 12:36 PM
13	When I moved to Madison in 2001 I was shocked at the lack of regional mass transit. I am excited to finally see Madison taking steps to improve access to other cities.	1/15/2019 12:23 PM
14	I am skeptical of the benefits. I am more interested in improving transit times for suburb to suburb, i.e. Verona to Middleton where it's a 20 minute drive vs 70 minute bus trip via central transfer points.	1/15/2019 10:41 AM
15	The need to reduce vehicle traffic at peak times	1/15/2019 9:56 AM
16	Very important to facilitate public transit for suburbs and municipalities outside Madison.	1/15/2019 9:38 AM
17	BRT isn't for me; I already bike to work. It's for the commuter who isn't willing to give up the convenience of their car. Somehow the BRT needs to become MORE CONVENIENT for the random commuter. Getting them onto the bus for most days instead of their car has to be the #1 priority. Otherwise nothing changes.	1/15/2019 8:52 AM
18	BRT should be sold with a vision of connectivity gains for the entire area. It should be part of jhe establishment of regional transportation authority. ota regional	1/8/2019 4:54 PM
19	We need to make the service faster and more reliable than driving your car. If it's debatable, people will use their cars. I want a system that encourages people to live adjacent to the line and utilize the bus as their primary form of transportation. We can't keep catering to cars.	1/8/2019 3:39 PM
20	less congestion on roads	1/8/2019 3:19 PM

Q18 What are the most important station area design elements to enhance the surrounding area? (Select up to 3)

Answered: 0 Skipped: 295

 No matching responses.

ANSWER CHOICES	RESPONSES
Shelter size appropriate for neighborhood or district	0.00% 0
Shelter design relates to surrounding architecture	0.00% 0
Safety (preventing loitering)	0.00% 0
Lighting	0.00% 0
Landscaping	0.00% 0
Station upkeep/maintenance	0.00% 0
Other (please specify)	0.00% 0
Total Respondents: 0	

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

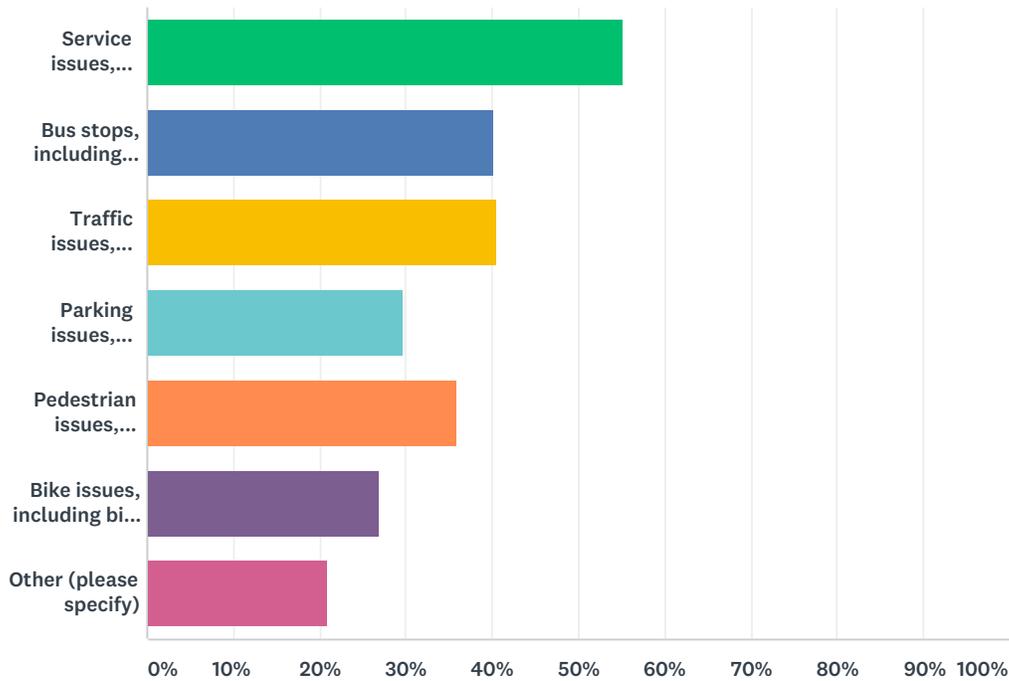
Q19 Provide comments you have related to the BRT station area design.

Answered: 0 Skipped: 295

#	RESPONSES	DATE
	There are no responses.	

Q20 Please list three or more concerns you have with bus rapid transit. Please include an address or a description of the location if possible. These could include:

Answered: 192 Skipped: 103



ANSWER CHOICES	RESPONSES	
Service issues, including traffic delays, transfers, and connecting services.	55.21%	106
Bus stops, including enhancements to services and amenities.	40.10%	77
Traffic issues, including congestion, crashes, and travel speeds.	40.63%	78
Parking issues, including on-street parking and park and ride lots.	29.69%	57
Pedestrian issues, including sidewalk repair and crosswalk improvements.	35.94%	69
Bike issues, including bike signals, bike lanes, bike parking, and multi-use paths.	27.08%	52
Other (please specify)	20.83%	40
Total Respondents: 192		

#	OTHER (PLEASE SPECIFY)	DATE
1	Cost to Madison residents.	2/2/2019 10:19 AM
2	Added cost to the taxpayer to construct and operate BRT.	2/1/2019 4:48 PM
3	I would like to have enhanced bus service for the north side.	2/1/2019 3:35 PM
4	Worried it won't serve the outer parts of madison, and only serve down town. I think the route would go from uw hospitals to east town mall via state street and e washington. Since state is already buses only pulse the retail etc.. And e wash has plenty of room for brt only lane.	1/28/2019 8:17 PM
5	I would love it if the brt ran past 10pm. I'd take the metro way more often if it ran until 12am.	1/26/2019 9:21 AM

Help plan Bus Rapid Transit (BRT) in Madison

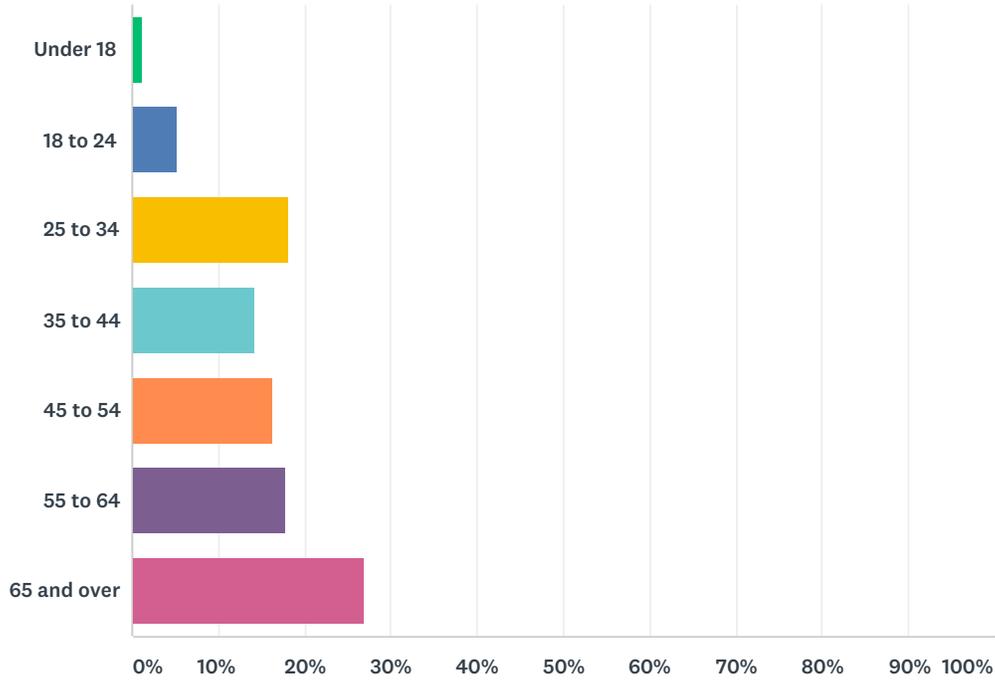
6	Length of trip.	1/25/2019 3:29 PM
7	Bus service is not frequent/reliable enough for us to use regularly. It just takes too long to get places.	1/24/2019 11:39 AM
8	There should be shelters with seating at every stop	1/23/2019 5:46 AM
9	rerouting off the Square happens too often with bus routes - bus/BRT should have priority on the Square and rarely be rerouted	1/21/2019 4:42 PM
10	crossing Old Sauk Road at the 7500 block stop can be dangerous, bus stops at driveways are scary.	1/18/2019 7:16 PM
11	Ability to get real time data on a map or app	1/17/2019 4:24 PM
12	Too many people talking loud on their phones	1/17/2019 2:02 PM
13	Reaching BRT stops by bus, car or bike from homes in much of the city will take too long.	1/17/2019 12:55 PM
14	Safety of passengers and the drivers, too.	1/17/2019 9:34 AM
15	am now retired, used to work downtown and did not use the bus because it was so slow.	1/16/2019 2:57 PM
16	Bus service is convenient and cost effective. More people along bus route needs encouragement to use it. It's not just for students and those without cars.	1/16/2019 1:19 PM
17	Security and safety, especially at transfer points.	1/16/2019 12:50 PM
18	safer bus travel	1/16/2019 12:00 PM
19	Given incidents with current Metro drivers ignoring traffic laws and engaging in unsafe driving g (unsafe merges on university Avenue and ignoring no turns on red especially), I worry that BRT will not improve safety for other vehicles on the road - it seems like it could make things more dangerous and congested for other drivers. This needs a long information and implementation period to really work	1/15/2019 10:50 PM
20	I'm worried it won't end up being any faster than what we currently have. I want it to be just as fast, or even faster, than driving.	1/15/2019 10:30 PM
21	you don't mention safety of passengers and drivers. I don't support one cent for "improvements" until you make bus riding safe. the recent incident of teenagers beating up a fellow passenger who told them to lower their volume is an example. I've been on buses with teenagers swearing and menacing other passengers when they've asked them to stop. And, spending money on fucking wi-fi so they can play their offensive anti-woman anti-gay music? don't like the use of the F word? ride your own buses!!!!!!!!!!!!	1/15/2019 9:38 PM
22	Route 6 on east Washington, maybe add another bus for a similar route because that bus tends to be late	1/15/2019 6:02 PM
23	Make it possible for people with disabilities to be able to take the bus without having to walk through dangerous (not shoveled, or missing part) sidewalks.	1/15/2019 5:30 PM
24	Cost, cost, cost! Plus driver-antipathy...	1/15/2019 5:20 PM
25	Transfer points are uncivilized. Build respectable bus stations. Why should anybody get out of their car to freeze in the wind? With a properly funded BRT the inbound auto traffic on Seminole, Regent and University should drop substantially.	1/15/2019 4:09 PM
26	As stated in #9, there is not even a tree for shade! In winter we don't always get the snow removed until after the morning or evening rush.	1/15/2019 1:54 PM
27	North TP: #21 leaving just as/before connection from downtown arrives.	1/15/2019 1:34 PM

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28	The benefit that too few people seem to care about and that does not appear to be a feature of the current proposal, is CLEANER AIR. I have seen no study that concludes that the additional pollution from diesel would be MUCH MORE that offset, or offset at all, by ridership on BRT. Regarding traffic and service issues, I wonder where the space will be taken from the accommodate a BRT-dedicated lane in both directions along University Avenue. The lanes are already about as narrow as most people can negotiate. Making them narrower would only increase the likelihood of side-swiping and other crashes. Taking land from existing sidewalk or commercial areas does not seem viable, either. I believe that some form of mandatory ride-sharing, focusing on making the best use of our existing lane-miles, is by far the most wise us of our existing transportation infrastructure and tax dollars. We must focus on moving PEOPLE, not near-empty cars. If BRT does attract some current car-commuters, their space will be filled with newcomers to the city. I see no viable plan to achieve any lasting reduction in traffic congestion or air pollution, in the current proposal.	1/15/2019 12:36 PM
29	My disabled daughter used to ride the bus a lot, but is now scared of some of the disruptive riders, so has stopped.	1/15/2019 12:10 PM
30	Park and ride lots at either end would be great to allow far suburban or regional riders to use bus within city	1/15/2019 11:15 AM
31	The more routes and run times you have, the more people will ride. If you have fewer routes/runs, you will not attract riders.	1/15/2019 10:47 AM
32	Cost.	1/15/2019 10:32 AM
33	Bike lanes should NOT BE away from the curb. Undesirable to have the lanes 8 feet from the curb	1/15/2019 10:29 AM
34	Cost	1/15/2019 9:56 AM
35	Connection to Middleton	1/9/2019 1:11 PM
36	cost	1/8/2019 6:13 PM
37	I am OK increasing traffic congestion to provide BRT. And I drive this route every day. In my car.	1/8/2019 3:39 PM
38	Expanded government services are not for free.	1/3/2019 8:02 PM
39	Bus drivers dont check for riders at stops. I had to wave down the driver this morning. It happens frequently on both hammersly rd and raymond rd.	12/27/2018 6:50 AM
40	Sometimes the bus transfer points seem a little intimidating at night.	12/21/2018 9:20 AM

Q22 What is your age group?

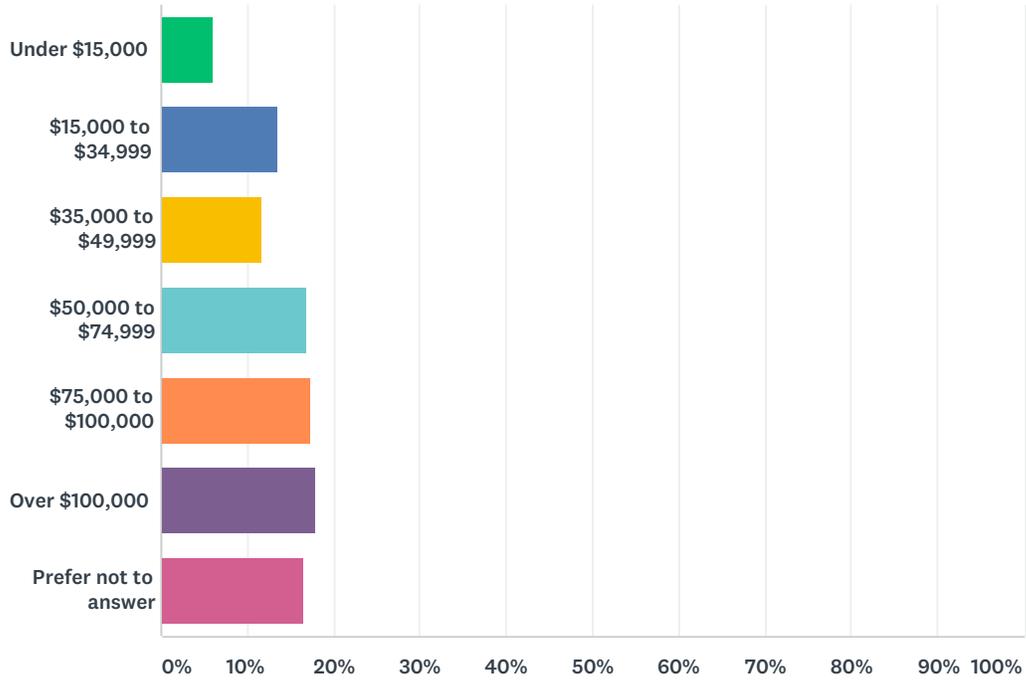
Answered: 252 Skipped: 43



ANSWER CHOICES	RESPONSES
Under 18	1.19% 3
18 to 24	5.16% 13
25 to 34	18.25% 46
35 to 44	14.29% 36
45 to 54	16.27% 41
55 to 64	17.86% 45
65 and over	26.98% 68
TOTAL	252

Q23 What is your annual household income?

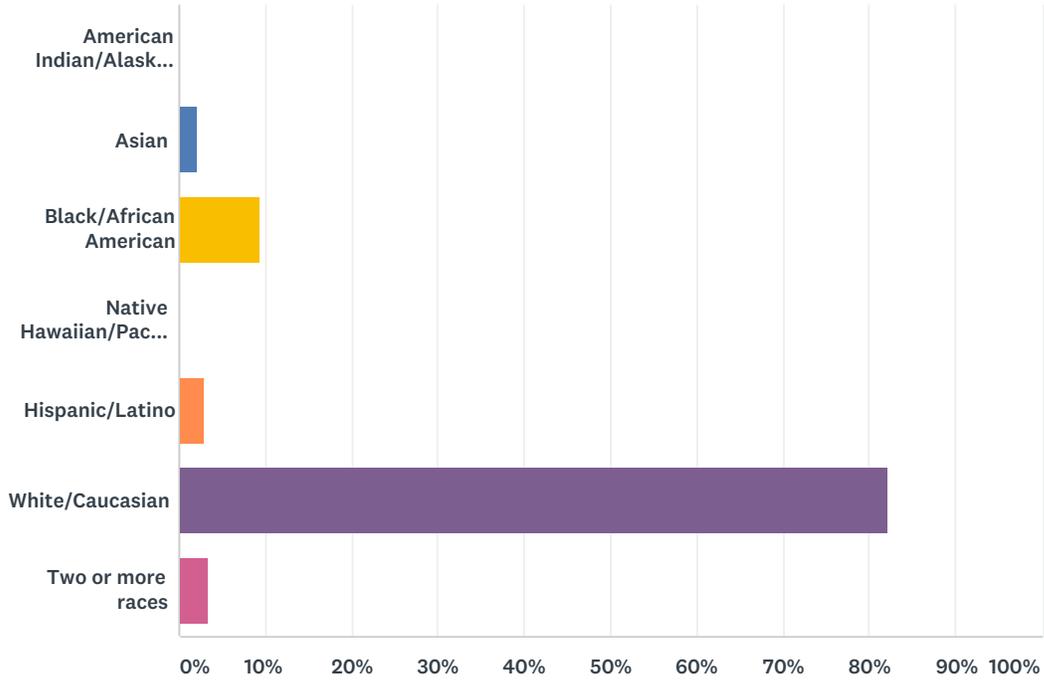
Answered: 249 Skipped: 46



ANSWER CHOICES	RESPONSES	
Under \$15,000	6.02%	15
\$15,000 to \$34,999	13.65%	34
\$35,000 to \$49,999	11.65%	29
\$50,000 to \$74,999	16.87%	42
\$75,000 to \$100,000	17.27%	43
Over \$100,000	18.07%	45
Prefer not to answer	16.47%	41
TOTAL		249

Q24 What is your race/ethnicity?

Answered: 243 Skipped: 52

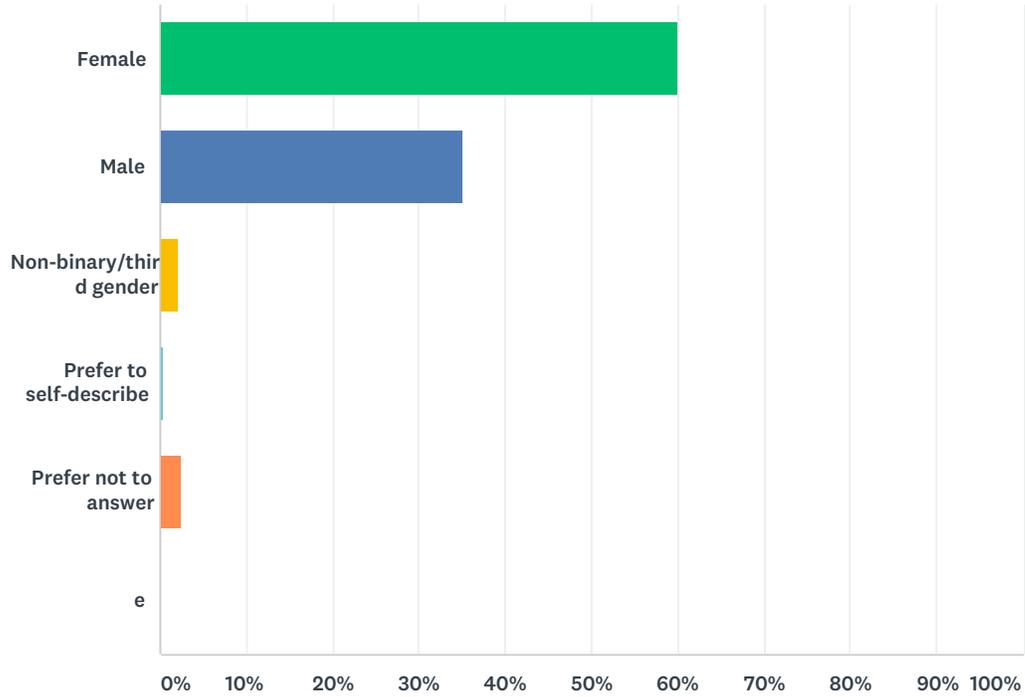


ANSWER CHOICES	RESPONSES	
American Indian/Alaskan Native	0.00%	0
Asian	2.06%	5
Black/African American	9.47%	23
Native Hawaiian/Pacific Islander	0.00%	0
Hispanic/Latino	2.88%	7
White/Caucasian	82.30%	200
Two or more races	3.29%	8
TOTAL		243

#	OTHER (PLEASE SPECIFY)	DATE
1	European American	1/17/2019 8:53 PM
2	none of your fucking bidness	1/15/2019 9:39 PM
3	Human	1/15/2019 10:14 AM

Q25 What is your gender?

Answered: 248 Skipped: 47



ANSWER CHOICES	RESPONSES	
Female	60.08%	149
Male	35.08%	87
Non-binary/third gender	2.02%	5
Prefer to self-describe	0.40%	1
Prefer not to answer	2.42%	6
e	0.00%	0
TOTAL		248