

Interim Survey Feedback

How Often Ride	Focus Area Feedback	Top Priorities	Anything Else?
4 - 7 days/wk	I would like to see more tax revenue - possibly gas tax revenue - going into transit. Although it's very expensive, rail transit would do A TON to increase ridership.	Express buses between transfer points, or eliminate transfer points in favor of a downtown/UW hub. Airport bus (24) service 7 days a week, airport bus service direct to downtown.	(Person indicated they ride on a few times a month in summer.) Please bring light rail/streetcars to Madison.
			1) No smoking in the bus shelter! Have bigger signs. 2) Print map/route sheets in addition to book
4 - 7 days/wk		-Weekend service to Middleton -Express bus service to Dane County Regional Airport (seven days a week) unless/until rail service is established there	I have no car (although I have a Wisconsin Driver's license) and I don't intend to buy one.
once/wk	An RTA and federal funding are a must if we are going to expand and maintain bus service	Expanded bus service in Middleton; including Sunday service	Madison Metro has done an outstanding job working with the City of Middleton to improve service.

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few times/year	System Improvements - route priorities Ride Guide usability	Expanding to the far east side - East of I-90/South of I-94 - Reston Heights, Door Creek area. Cloud 9, Grandview - large, new population.	
4 - 7 days/wk	Increasing ridership must go with changing perceptions about cleanliness and safety.	1) Crosstown isthmus shuttle similar to discontinued #10. 2) Commuter bus through Schenks Corner similar to discontinued #11.	
4 - 7 days/wk	Much in the preliminary report. No comments right now.	Affordability Coverage Sustainability Understandability	Keep working with businesses to develop prospective rider candidates. Consider a mentoring approach - bus angels? Help first timers not just route planning, but show and tell (go with). Yes, issue here: who "bonds" validates these helpers?
4 - 7 days/wk		-Increase frequency of buses -Decrease or eliminate smoking at bus stops -Simplifying the map and rider guide -Improve trip planner (on-line tool for planning routes)	I have worked with a Randy at Madison Metro for at least 3 years on enforcing the non-smoking rule at city bus stops. This problem hasn't gotten better. Large signs are needed along with enforcement.

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4 - 7 days/wk	Marketing: Don't let the wrap-around ads obscure the route numbers and destination on the sides of the buses. Especially the Charter ads make this difficult to see.	Flexibility - Don't have buses running so infrequently tht people can't vary their schedules and still get where they need to go. Reliability - As much as possible, try to get the times on the schedules and the real-life times to match.	On EVERY bus stop, have the routes and times posted. Bye EVERY SHELTER (especially those with newspaper vending machines) have a trash can.
few times/year		<ul style="list-style-type: none"> -Increased frequency of service, especially in near-downtown areas. -Run buses later. -Restore routes 10 & 11. -Bus service to airport from UW and downtown. 	Bus service should be free, much like garbage, poice and fire.
4 - 7 days/wk	Must have greater focus on attracting new riders.	Simplify bus routes - run every 15 minutes focusing on taking cars off the road.	
4 - 7 days/wk	I liked bus rapid transit, shared ride taxis. In terms of public/private cooperation, what about car service like in NYC?	<ul style="list-style-type: none"> -Bus Rapid Transit/Express Buses -Increased frequency, especially weekends & nights -Increased safety -In favor of late night buses -Decrease length (time) of trips 	[Person indicated they only ride 1 - 3 days per week in the summer]

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4 - 7 days/wk	<p>-Frequency -People waiting 1/2 hour for bus on a county highway - no shelter in winter - safety -Commuter route 12 - more often to down from a park and ride all day - maybe weekends people who do not need to go to the STP and back thru downtown to get downtown and isthmus 1 1/2 hour ride or more</p>	<p>Expansion - route same EVERY DAY not just for holidays, special events buses. As usual too many out of service buses all the time all times of day.</p>	<p>-Listen to drivers -A downtown information transit center -Example of problem: Monona - not 1 stop from Bridge Rd. to Park Circle either direction.</p> <p>[I've been a] rider for 35 years. I am with a disadvantage and rely on Metro for grocery shopping and other life.</p>
	<p>System improvements, increased ridership, increased state and local funding, cost effective. Start running buses at 4:30 - 5:00 AM which could get Metro work at Cintas on the east side because I start at 6 AM.</p>	<p>-More service availability -Reduced wait time -Express service</p>	<p>Circulate a petition drive to take down to the Saturday morning Farmer's Market to get people at the market to sign a petition for more state funding to hand deliver Assembly Speaker Mike Huebsch.</p>
4 - 7 days/wk	<p>System Improvements Subcommittee - Take request so can go to MATC 2008-2009 school year, 15 Route availability after night classes ending at 8:30 transfer to 15 after bus from MATC.</p>	<p>Service availability. Don't cut service.</p>	

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1 - days/wk	System Improvements: Redesign so that transit serves everyone. Make Madison different with a popular bus system. Mainline: circulator bus activity [person drew a sketch of this.] Cars need to pay their fair share of cost for inefficient use of precious land.	<ol style="list-style-type: none"> 1) Ask public how to get 90% ridership. 2) Design system to meet those needs...use circulator and main line design. 3) Use biodiesel and 2 size buses. 4) Technology - consider elimination of official bus stops along roads - riders w/ transponders signal wishes for rides to board along route anywhere. 5) Frequent service - 7 min or less wait, 4 block or less walk to bus from anywhere. 	Develop a legacy funder program to get the capital to design and equip this system.