

Response	Collector	Start Date	End Date	IP Address	Email Add	First Name	Last Name	Custom D
1.18E+11	4.46E+08	#####	#####	144.92.108.20				
1.18E+11	4.46E+08	#####	#####	172.58.141.241				
1.18E+11	4.46E+08	#####	#####	172.220.106.177				
1.18E+11	4.46E+08	#####	#####	165.189.255.46				
1.18E+11	4.46E+08	#####	#####	147.219.169.5				
1.18E+11	4.46E+08	#####	#####	45.21.63.71				
1.18E+11	4.46E+08	#####	#####	99.126.181.180				
1.18E+11	4.46E+08	#####	#####	192.250.20.3				
1.18E+11	4.46E+08	#####	#####	99.72.242.189				
1.18E+11	4.46E+08	#####	#####	205.167.3.18				
1.18E+11	4.46E+08	#####	#####	35.131.10.50				
1.18E+11	4.46E+08	#####	#####	144.92.154.84				
1.18E+11	4.46E+08	#####	#####	24.240.32.233				
1.18E+11	4.46E+08	#####	#####	96.42.231.245				
1.18E+11	4.46E+08	#####	#####	50.206.29.2				
1.18E+11	4.46E+08	#####	#####	68.112.186.120				
1.18E+11	4.46E+08	#####	#####	99.71.102.213				
1.18E+11	4.46E+08	#####	#####	24.240.32.163				
1.18E+11	4.46E+08	#####	#####	97.83.139.188				
1.18E+11	4.46E+08	#####	#####	73.164.101.21				
1.18E+11	4.46E+08	#####	#####	75.135.84.79				
1.18E+11	4.46E+08	#####	#####	172.79.20.245				
1.18E+11	4.46E+08	#####	#####	172.58.136.109				
1.18E+11	4.46E+08	#####	#####	135.134.229.136				
1.18E+11	4.46E+08	#####	#####	147.219.172.208				
1.18E+11	4.46E+08	#####	#####	47.34.63.148				
1.18E+11	4.46E+08	#####	#####	68.112.120.7				
1.18E+11	4.46E+08	#####	#####	76.235.98.18				
1.18E+11	4.46E+08	#####	#####	47.41.172.172				
1.18E+11	4.46E+08	#####	#####	144.92.38.238				
1.18E+11	4.46E+08	#####	#####	99.72.241.232				
1.18E+11	4.46E+08	#####	#####	131.93.213.127				
1.18E+11	4.46E+08	#####	#####	24.240.119.212				
1.18E+11	4.46E+08	#####	#####	66.188.130.150				
1.18E+11	4.46E+08	#####	#####	184.55.154.19				
1.18E+11	4.46E+08	#####	#####	107.220.171.129				
1.18E+11	4.46E+08	#####	#####	71.90.117.253				
1.18E+11	4.46E+08	#####	#####	66.168.24.51				
1.18E+11	4.46E+08	#####	#####	108.217.35.98				
1.18E+11	4.46E+08	#####	#####	71.90.101.191				
1.18E+11	4.46E+08	#####	#####	71.82.235.174				
1.18E+11	4.46E+08	#####	#####	131.93.27.9				
1.18E+11	4.46E+08	#####	#####	172.220.110.2				
1.18E+11	4.46E+08	#####	#####	24.183.40.27				
1.18E+11	4.46E+08	#####	#####	99.62.232.204				

1.18E+11 4.46E+08 ##### ##### 99.100.189.54
1.18E+11 4.46E+08 ##### ##### 47.41.136.135
1.18E+11 4.46E+08 ##### ##### 97.87.60.44
1.18E+11 4.46E+08 ##### ##### 69.21.166.102
1.18E+11 4.46E+08 ##### ##### 147.219.210.133
1.18E+11 4.46E+08 ##### ##### 104.28.123.180
1.18E+11 4.46E+08 ##### ##### 131.93.104.133
1.18E+11 4.46E+08 ##### ##### 134.215.120.25
1.18E+11 4.46E+08 ##### ##### 104.187.157.81
1.18E+11 4.46E+08 ##### ##### 75.128.228.84
1.18E+11 4.46E+08 ##### ##### 172.58.136.153
1.18E+11 4.46E+08 ##### ##### 172.58.141.154
1.18E+11 4.46E+08 ##### ##### 76.255.26.101
1.18E+11 4.46E+08 ##### ##### 147.219.149.185
1.18E+11 4.46E+08 ##### ##### 165.189.255.44
1.18E+11 4.46E+08 ##### ##### 69.130.243.100
1.18E+11 4.46E+08 ##### ##### 144.92.194.69
1.18E+11 4.46E+08 ##### ##### 166.181.80.129
1.18E+11 4.46E+08 ##### ##### 96.42.33.96
1.18E+11 4.46E+08 ##### ##### 174.82.203.4
1.18E+11 4.46E+08 ##### ##### 199.204.58.71
1.18E+11 4.46E+08 ##### ##### 47.41.136.122
1.18E+11 4.46E+08 ##### ##### 166.216.158.80
1.18E+11 4.46E+08 ##### ##### 47.34.61.173
1.18E+11 4.46E+08 ##### ##### 23.121.116.152
1.18E+11 4.46E+08 ##### ##### 147.219.59.96
1.18E+11 4.46E+08 ##### ##### 24.183.75.131
1.18E+11 4.46E+08 ##### ##### 23.121.116.131
1.18E+11 4.46E+08 ##### ##### 172.58.78.178
1.18E+11 4.46E+08 ##### ##### 97.91.64.228
1.18E+11 4.46E+08 ##### ##### 131.93.25.91
1.18E+11 4.46E+08 ##### ##### 131.93.25.106
1.18E+11 4.46E+08 ##### ##### 108.85.191.186
1.18E+11 4.46E+08 ##### ##### 66.170.4.114
1.18E+11 4.46E+08 ##### ##### 47.41.153.205
1.18E+11 4.46E+08 ##### ##### 208.190.137.102
1.18E+11 4.46E+08 ##### ##### 208.190.137.102
1.18E+11 4.46E+08 ##### ##### 68.117.136.54
1.18E+11 4.46E+08 ##### ##### 172.220.88.98
1.18E+11 4.46E+08 ##### ##### 107.77.209.55
1.18E+11 4.46E+08 ##### ##### 172.8.205.159
1.18E+11 4.46E+08 ##### ##### 47.12.110.170
1.18E+11 4.46E+08 ##### ##### 172.58.35.86
1.18E+11 4.46E+08 ##### ##### 47.41.153.11
1.18E+11 4.46E+08 ##### ##### 170.125.234.222
1.18E+11 4.46E+08 ##### ##### 174.192.77.24
1.18E+11 4.46E+08 ##### ##### 165.189.255.62

1.18E+11 4.46E+08 ##### ##### 75.134.23.234
1.18E+11 4.46E+08 ##### ##### 24.196.119.54
1.18E+11 4.46E+08 ##### ##### 47.41.172.115
1.18E+11 4.46E+08 ##### ##### 75.135.75.157
1.18E+11 4.46E+08 ##### ##### 170.125.234.221
1.18E+11 4.46E+08 ##### ##### 172.220.92.49
1.18E+11 4.46E+08 ##### ##### 99.126.177.77
1.18E+11 4.46E+08 ##### ##### 107.126.24.132
1.18E+11 4.46E+08 ##### ##### 99.126.180.165
1.18E+11 4.46E+08 ##### ##### 23.121.114.50
1.18E+11 4.46E+08 ##### ##### 172.8.206.83
1.18E+11 4.46E+08 ##### ##### 166.181.87.66
1.18E+11 4.46E+08 ##### ##### 174.192.72.115
1.18E+11 4.46E+08 ##### ##### 75.135.87.21
1.18E+11 4.46E+08 ##### ##### 131.93.27.51
1.18E+11 4.46E+08 ##### ##### 172.58.142.230
1.18E+11 4.46E+08 ##### ##### 165.189.255.43
1.18E+11 4.46E+08 ##### ##### 147.219.144.76
1.18E+11 4.46E+08 ##### ##### 71.150.248.48
1.18E+11 4.46E+08 ##### ##### 24.197.204.107
1.18E+11 4.46E+08 ##### ##### 134.215.119.116
1.18E+11 4.46E+08 ##### ##### 66.168.54.157
1.18E+11 4.46E+08 ##### ##### 47.34.55.109
1.18E+11 4.46E+08 ##### ##### 47.34.27.34
1.18E+11 4.46E+08 ##### ##### 75.135.72.67
1.18E+11 4.46E+08 ##### ##### 172.102.6.74
1.18E+11 4.46E+08 ##### ##### 75.6.180.254
1.18E+11 4.46E+08 ##### ##### 68.190.114.193
1.18E+11 4.46E+08 ##### ##### 96.42.35.15
1.18E+11 4.46E+08 ##### ##### 174.82.230.38
1.18E+11 4.46E+08 ##### ##### 128.104.61.60
1.18E+11 4.46E+08 ##### ##### 35.148.76.0
1.18E+11 4.46E+08 ##### ##### 24.197.206.96
1.18E+11 4.46E+08 ##### ##### 107.133.178.41
1.18E+11 4.46E+08 ##### ##### 174.192.144.221
1.18E+11 4.46E+08 ##### ##### 131.93.19.22
1.18E+11 4.46E+08 ##### ##### 144.92.108.10
1.18E+11 4.46E+08 ##### ##### 47.41.139.71
1.18E+11 4.46E+08 ##### ##### 24.183.32.219
1.18E+11 4.46E+08 ##### ##### 166.181.88.247
1.18E+11 4.46E+08 ##### ##### 141.126.138.145
1.18E+11 4.46E+08 ##### ##### 131.93.212.115
1.18E+11 4.46E+08 ##### ##### 50.93.222.60
1.18E+11 4.46E+08 ##### ##### 166.181.88.240
1.18E+11 4.46E+08 ##### ##### 174.195.198.234
1.18E+11 4.46E+08 ##### ##### 170.125.234.223
1.18E+11 4.46E+08 ##### ##### 47.41.130.141

1.18E+11 4.46E+08 ##### ##### 97.83.139.22
1.18E+11 4.46E+08 ##### ##### 173.229.13.61
1.18E+11 4.46E+08 ##### ##### 47.12.108.85
1.18E+11 4.46E+08 ##### ##### 192.250.20.2
1.18E+11 4.46E+08 ##### ##### 71.13.7.154
1.18E+11 4.46E+08 ##### ##### 50.93.222.119
1.18E+11 4.46E+08 ##### ##### 66.190.60.194
1.18E+11 4.46E+08 ##### ##### 131.93.222.145
1.18E+11 4.46E+08 ##### ##### 24.241.228.53
1.18E+11 4.46E+08 ##### ##### 104.60.193.205
1.18E+11 4.46E+08 ##### ##### 147.219.211.12
1.18E+11 4.46E+08 ##### ##### 208.190.140.22
1.18E+11 4.46E+08 ##### ##### 131.93.115.93
1.18E+11 4.46E+08 ##### ##### 99.100.185.142
1.18E+11 4.46E+08 ##### ##### 24.197.206.11
1.18E+11 4.46E+08 ##### ##### 97.83.239.33
1.18E+11 4.46E+08 ##### ##### 72.33.2.167
1.18E+11 4.46E+08 ##### ##### 62.92.112.130
1.18E+11 4.46E+08 ##### ##### 174.192.139.243
1.18E+11 4.46E+08 ##### ##### 71.13.7.154
1.18E+11 4.46E+08 ##### ##### 24.183.32.65
1.18E+11 4.46E+08 ##### ##### 75.134.22.223
1.18E+11 4.46E+08 ##### ##### 99.62.232.98
1.18E+11 4.46E+08 ##### ##### 134.215.120.25
1.18E+11 4.46E+08 ##### ##### 135.134.205.165
1.18E+11 4.46E+08 ##### ##### 147.219.165.228
1.18E+11 4.46E+08 ##### ##### 97.83.187.115
1.18E+11 4.46E+08 ##### ##### 68.190.115.183
1.18E+11 4.46E+08 ##### ##### 141.126.132.128
1.18E+11 4.46E+08 ##### ##### 147.219.58.133
1.18E+11 4.46E+08 ##### ##### 71.90.119.15
1.18E+11 4.46E+08 ##### ##### 47.41.139.191
1.18E+11 4.46E+08 ##### ##### 166.181.84.23
1.18E+11 4.46E+08 ##### ##### 166.181.81.204
1.18E+11 4.46E+08 ##### ##### 107.77.210.139

Comments taken over the phone

Comments taken over the phone

Comments taken over the phone

Comments taken over the phone

Comments taken over the phone

Do you ha	Do you cu	Do you cu	Do you liv	Where do	What are	If you hav	If you don	Do you ha
Response	Response	Response	Response	Open-End	Open-End	Open-End	Response	Open-End
Yes	Sometimes	No	Yes	S Charter & Work (Lake	N/A	No	Please mak	
No	Yes	No	Yes	6270 Limes	3435 Richard St, 404 E	Not Sure	I don't tech	
Yes	Yes	No	Yes	On Chapel	UW Madisc	N/A	The increas	
Yes	Sometimes	Yes	No	Between C	I am a non-	N/A	It is unreas	
Yes	No	No	Yes	University /	Far east side and the f	Not Sure	I believe th	
Yes	Yes	No	Yes	Dennett an	Downtown In city, vari	Not Sure	Purchased	
Yes	Yes	No		1113 Hackl	Madison Senior Center, Overture		winter snow	
Yes	Sometimes	Yes	Yes	Sheboygan UW Hospit	Not applica	Yes	Will need la	
No	Yes	No	Yes	6 Maple W	UW-Madisc	n/a	I am 68 anc	
No	Yes	No	No	Gilson/Spr	All over M	N/a	No, but I th	
Yes	Yes	No	No	John Nolen	UW Campu	n/a	There need	
Yes	Yes	No	Yes	2685 North	UW campus, downtow	Yes	Bus will noi	
Yes	Yes	No	Yes	Walnut & L	Memorial Union, Unio	No	Need a bus	
Yes	Yes	No	Yes	Segoe Rd. a	UW-Madison Law School		The plan ha	
Yes	Yes	Yes	Yes	Jenifer and	UW Campu	N/A	With my m	
Yes	Yes	No	Yes	Mansion Hi	All over, es	N/A	Not Sure	This redesiq
Yes	Sometimes	No	Yes	Lake and L	Classes, stc	N/A	No	
Yes	Yes	No	Yes	University :	hospital an	NA	No	
Yes	Yes	No	No	University :	Campus, dc	No	Not Sure	While I am
Yes	Yes	No	No	State stree	UW Madison campus k	Not Sure		
Yes	Yes	No	No	West Side r	UW and downtown	No		
Yes	Yes	No	No			No	Yes. I have	
Yes	Sometimes	No	No	State st	The 80			Captions ar
Yes	Yes	No	Yes	E Johnson	UW-Madisc	N/A	Not Sure	
Yes	No	Yes	No	Odana Roa	Mineral point dollar tr	Not Sure		
Yes	Yes	Yes	No	2402 Colun	To the stati	No caregiv	Yes	Most of the
No	Yes	Yes	Yes	Crocus Circ	South Mad	Yes	Not Sure	
No	Sometimes	No	No	DUNNING /	MONROE STREET; DOV	Yes		
Yes	Yes	No	Yes	Near Malcc	Capital square		Not Sure	Many peop
No	Yes	Yes	No	Regent stre	downtown		Yes	
No	Yes	No	Yes	Mineral Po	Downtown, Hilldale		Not Sure	Please fact
Yes	No	Yes	Yes	913 haror	451 junctio	No careworkers		Everyone n
No	Sometimes	No	No	Sun Prairie	Airport, downtown M	n/a	No	
No	No	No	No	Ridgewood	grand cany	n/a	No	no
No	Sometimes	No	Yes	Aberg /	No UW campus		No	
No	Yes	No	Yes	Watts and	Capital squ	Not applica	Yes	
Yes	Yes	No	No	Henry and	North side and East sic	No		
Yes	Yes	Sometimes	No	2239 Woo	Family Doll	Is a month	No	You don't c
No	Sometimes	No	No	East Johnsc	Downtown	N/a	Not Sure	
Yes	Yes	No	Yes	Near St Ma	Work (near the Square		Not Sure	Generally n
No	Sometimes	No	No	Burr Oak L	Atwood Ave./Fair Oak		Not Sure	
Yes	No	No	No	W. Lakesid	Downtown - WHS, Ove	No		It is hard fo
Yes	Yes	No	No	Cottage Gr	1 West Wil	n/a	No	I would nee
No	Yes	No	Yes	nearest to	Work at Pick n Save on	No		No, as I am
Yes	Yes	No	Yes	922 Harbor	Union South	UW Clinii	Yes	Provide sto

No	Yes	No	Yes	1827 E Wa: Dane Co Ai	No	No	The redesi
No	Yes	No	Yes	Packers an To and fro	No	No	I'm 61 and
No	Yes	No	Yes	4317 Rolla UW Campu	NA	Not Sure	The redesi
No	Yes	No	Yes	Crescent rc	Work		
Yes	Yes	No	No	I live very n UW Madison campus		Not Sure	I would like
Yes	Sometimes	No	Yes	Blair and E: The Univer	Not applica	Not Sure	Make sure
Yes	Yes	No	Yes	Sky ridge a Rimrock and	rusk, cap,	Not Sure	
Yes	Yes	Yes	No	North High To the Capi	N/A	Yes	A bus stops
No	Yes	No	No	High St and work, library, grocery,		No	
No	No	No	No	Northport Drive near Warner Park			
No	Yes	No	Yes	Near Mayw Pick n save Junction	Rc	No	I currently
Yes	Yes	No	Yes	Mineral Po Work and s	N/A	No	I'm concern
Yes	Yes	No	Yes	Midvale Bh University of Wisconsin		No	I have conc
Yes	Yes	No	No	Rutledge & The Capitol Square dai		No	I am mobili
Yes	Yes	No	Yes	2422 Indep SSM Health	No caregiv	Not Sure	Yes, the ph
No	Sometimes	No	No	Route 15 S: Downtown and campu		Not Sure	
No	Yes	No	No	200 block c campus		No	I don't have
No	Yes	No	No	Sherman A Olin Avenue		No	
No	Yes	No	Yes	S. Broom a Edgewood College		No	
Yes	Yes	No	Yes	University , UW campu	NA	Not Sure	I have conc
Yes	Yes	No	Yes	Ridgeway & Epic's campus (Verona		No	I have ADH
			Yes	201 N Walk East Dean Clinic, and Dale Drive.			
Yes	Yes	No	Yes	High Point Uw hospital Capitol sq		Not Sure	Not accessi
No	Yes	No	Yes	N. Shermar State stree	Na	Not Sure	No transfer
Yes	Yes	No	Yes	Sherman & Downtown	Not sure	Not Sure	Please keep
Yes	Sometimes	No	No	Mckee Rd/ UW campus; UW Hosp		No	im interest
Yes	Yes	No	No	mclean anc To work (1 N/a		Not Sure	My disabili
Yes	Sometimes	No	Yes	Atwood at University		No	Nearby bus
Yes	Yes	No	Yes	Winnebagc PACT, dow	No	Yes	Will there b
Yes	Sometimes	Yes	Yes	Sheboygan UW Hospit:	Not applica	Yes	Please keep
No	Yes	No	No	Rimrock Rc Park St library, access		Not Sure	
Yes	Yes	No	Yes	2610 Phea: All over tov	No	Yes	It sucks. I w
Yes	Yes	No	Yes	On Regent Metcalf's grocery store		Yes	To put it bl
Yes	Yes	No	Yes	Cottage Gr Unity Point Central Th		Not Sure	With the re
Yes	No	Yes	Yes	Far-north s Pick N' Sav	N/A		I hope you
No	Sometimes	No	Yes	Orion Trail Truax, downtown, nea		No	I am not di
Yes	Yes	No	No	Orion and r Merrill crest and Whit		No	Taking awa
Yes	Yes	No	Yes	Sheboygan to Dentist, Sheboygan		Not Sure	No just mal
Yes	No	Yes	Yes	Easley Lan Work and c	Na		Please keep
No	Sometimes	No	Yes	W.olin av. East town r	N.a.	No	
No	No	No	No	Bridge Stre Various		No	
No	No	No	Yes	Hayes & Pc Occasionall	NO	No	
No	Sometimes	No	Yes	Romnes Ap Pick'n Save	N/A	Not Sure	
Yes	Sometimes	No	No	Dennett Dr UW Hospit: With me		Not Sure	I would not
Yes	Yes	No	No	Cottage Gr Badger Rock Communi		No	
No	No	No	No			No	
Yes	Yes	No	Yes	301 Harbo Downtown	N/A	Yes	The curren

No	Sometimes	No	No	Marsha dri UW Football games	No	My feedback
No	No	No	No			
No	No	No	No	northside. work remo n/a	No	I'm glad yo
No	No	No	Yes	Post Road, Madison na	No	no
Yes	Yes	No	Yes	Sherman Tr Downtown and Warne	Not Sure	The Sherm:
No	Yes	No	Yes	Pflaum rd./ Need to take the 31 to	No	
Yes	Sometimes	Sometimes	Yes	Yes	Not Sure	
Yes	Sometimes	No	No	Troy garde All over madison	Not Sure	Not Taking
Yes	Yes	No	Yes	on West Gi St Vincent (I have frien	Not Sure	The redesiğ
Yes	Sometimes	No	No	s hill drive campus, hc oakwood o	Not Sure	yes i am in
No	Sometimes	No	No	Flad Avenu Downtown and campu	Not Sure	
Yes	No	Yes	Yes	110 north l Arts for All, N/a		Wait longe
Yes	Yes	No	No	Thurston a West and South Transf	No	I cannot aff
No	Sometimes	No	Yes	Old Middle Downtown	No	I wish there
Yes	Yes	No	Yes	Midvale & Nakoma is r n/a	Not Sure	A bus come
No	Yes	No	Yes	Lawrence a north: UW campus, Ca	Not Sure	One of mar
Yes	Yes	No	Yes	Olin and La Downtown n/a	Not Sure	The propos
Yes	Yes	No	Yes	corner of Jc Going west N/A	Not Sure	I have diffic
Yes	Yes	No	Yes	Independel grocery shc	Not Applicæ	Provide ber
Yes	Sometimes	Yes	No	Leo Drive a 345 W. Wa N/A		Getting to/
Yes	Yes	No	Yes	East Washi West Towne area	Yes	This is going
Yes	Yes	No	Yes	S. Park/Cec Downtown and Overtu	No	Getting to t
Yes	Yes	No		wyoming w Picknsave, UW Univers	Not Sure	Direct servi
Yes	No	Yes	No	902 N. High UW Health na	Yes	I am very h
Yes	No	No	No	Lacy and St UW hospital, Waunake	Yes	I need a lift
No	Sometimes	No	No	East side, T Generally t n/a	Not Sure	Shelters are
Yes	Sometimes	No	Yes	Downtown madison	Not Sure	The elimina
Yes	Sometimes	Sometimes	Yes	Buckeye Rd/Ellen	Yes	
Yes	Yes	No	No	Wilson/Bas Work near N/A	Not Sure	The redesiğ
Yes	Yes	No	Yes	Gammon a 20 S. Park, NA	Not Sure	It helps to l
Yes	Yes	No	No	near Black University of Wisconsin	No	Proposed c
Yes	No	No	Yes	North Sher U.W.Hospit NA	Yes	Not at this
Yes	Sometimes	No	No	Emerson/L Library, grc No.	Not Sure	The redesiğ
Yes	Yes	No	No	Plymouth/I Downtown no	Yes	The change
Yes	Sometimes	No	No	Bluestem V Downtown for work	No	Seating nea
Yes	No	No	Yes	129 Evergr Unity Merii No.	No	Very best w
No	Yes	No	Yes	Cedar at Gi West Camç n/a	No	I am concer
Yes	No	Yes	No	Forest Run Primarily r My same address		Will the pai
No	Yes	No	Yes	Regent Strç Waisman C N/A	No	I'm technic
Yes	Yes	No	No	Proudfit an UW Health at 1102 S. F	Yes	Yes! I am gr
Yes	Sometimes	No	No	Mostly downtown and	Not Sure	The loss of
No	Yes	No	Yes	7410 Timbr UW hospital and clinic:	No	I dont want
No	No		Yes	Corner of l North and l Does not a	Not Sure	
No	No	No	No		Not Sure	
Yes	Yes	No	No	Woodvale l UW hospit: N/A	Not Sure	Please don'
No	No	No	No	Marshall, V n/a n/a	No	n/a
Yes	No	Yes	No	4900 Larso Mainly to t N/A	Yes	McFarland

Yes	Yes	No	No	Near corner University and downtown	No	Eliminating
Yes	Sometimes	Yes	Yes	Atwood and Downtown All around	Yes	
Yes	No	No	Yes	S Thompson All over the city	No	Leave the r
No	Yes	No	No	Johnson and Tokay Boulevard, UW	No	
No	No	No	No	Harriman L Williamson St.	No	
Yes	Yes	Sometimes	Yes	1303 e miffl West Town Mall	Midd	We as citize
Yes	Yes	Yes	No	Sheboygan near east side for work, north side	several loca	
Yes	Sometimes	Sometimes	Yes	By Schroed To Encore	! N/A Yes	I like the ro
Yes	Yes	Sometimes	Yes	6710 Elmw Cap Square	na	Concerned
Yes	Yes	No	Yes	429 Engelh Saint Vince	No caregiv	Inability to
No	No	No	No		No	
Yes	No	No	No	Concord ar Downtown	NA No	I would like
Yes	Sometimes	Yes	Yes	Whitehall [City-County, Sherman A	Yes	The redesi
Yes	Sometimes	No	Yes	Mandan Ci SSM fish hatchery clini	Not Sure	I have her t
Yes	Yes	No	Yes	Fitchburg a All My destination are	Not Sure	I'm not allo
Yes	No	No	No	31 Cordelia Sherman A	N/a Not Sure	I see the m
Yes	No	No	No	9435 Eagle Work	Not Sure	
Yes	Yes	No	Yes	Odana @ S Work (Epic), Grocery s	No	Increases d
Yes	Yes	Yes	Yes	Portland A Goodman	Na Not Sure	I have no se
Yes	Yes	No	No	Oak Street Work (dow	n/a No	As always,
Yes	Yes	No	Yes	Near inters All over the	Do not hav No	Where I liv
Yes	Yes	Sometimes	Yes	Prairie Edg Downtown	n/a Yes	The propos
Yes	Sometimes	No	No	Just off of \Stores, church , health	Not Sure	
Yes	Yes	Yes	Yes	902 N High Downtown	NA Yes	The redesi
Yes	Sometimes	No	Yes	Off of High Between th	No. Not Sure	Having brai
Yes	Yes	No	Yes	Heath ave. Work off oi	N/A Not Sure	I am partial
Yes	No	No	No	Fair oaks ar Downtown	With me No	Affordable
No	Sometimes	No	Yes	First & Win South Park St	Downto No	Not disable
No	Sometimes	No	Yes	Wyoming \ Airport, Ca	n/a No	Mainly, the
Yes	No	Yes	Yes	On morne :To work, gr	N/a Not Sure	Kind and ur
Yes	Yes	No	Yes	By Tenny P Downtown	N/A Not Sure	I think the r
Yes	Sometimes	No	No	Wheeler ar Downtown, westside,	Not Sure	Routes on f
Yes	No	No	Yes	14 Coronac Work, capital, olbrich	ξ Not Sure	No
Yes	No	No	No	Williamson capitol squ.	n/a Yes	the Redesi
Yes	Yes	No	Yes	Birch aven To and from work	Not Sure	Hard to wa
Yes	Sometimes	Sometimes	Yes	W. Washin work, restu	N/A Yes	I hear they
Yes	Sometimes	Yes	Yes	E Buckeye :The Counci	N/A Yes	I would hav
Yes	Yes	Yes	No	E. Johnson grocery sto	N/A Yes	Our organiz
Yes	No	Yes	No	501 N. Hen Church	N/A Yes	She is hopir
Yes	Yes	Yes	Yes	2326 Upha Campus, ca caretaker c	Yes	Customer h

Do you have anything else you'd like to share?						
Open-Ended Response						

Idk if this is out of your control but if you can get Google Maps to actually be correct about the bus route I am 74 years old living on a low income and I do not have a car. I moved to Limestone Ridge Apartment and the increased distance between bus stops will make it harder for me to get to the bus. There are days when walking is difficult. This redesign plan is not equitable and inclusive for all (non-drivers, low income, etc.) who have no other options. The redesign will negatively affect people with disabilities. I feel like making people walk miles to get to the bus is not fair. Keep existing routes in community and have them feed into the new rapid transit lines if possible.

How and where are dangerous for almost any distance. Will south and west transfer points still be available? Please consider expanding north/south line further that goes from the hospital area to Memorial Union. It's too far for me to physically walk any further than that. The redesign removed my nearest bus stop to a place that would make it hard for me to walk to during rainy or snowy weather. Disability impairment, having stops as close as possible to my destination is important. Having frequent, close service is important. The redesign represents massive cuts in service to vast swaths of the city. While there might be more bus routes, they are not close enough to not be as affected, the increased distance to the nearest bus stop for disabled people will be a problem. I have PTSD which can be triggered by large crowds and when the buses are over crowded this very quickly becomes a problem.

PLEASE keep Route 2! I connect the North/East side to the West side and I gave up my car once I realized I do not have a car which means I will have to walk to work as I cannot afford a cab everyday. Near and far routes should be expanded service to the outskirts of Madison. Living in Madison is very expensive and many have no other options. Please consider expanding north/south line further that goes from the hospital area to Memorial Union. It's too far for me to physically walk any further than that. The redesign removed my nearest bus stop to a place that would make it hard for me to walk to during rainy or snowy weather. Disability impairment, having stops as close as possible to my destination is important. Having frequent, close service is important. The redesign represents massive cuts in service to vast swaths of the city. While there might be more bus routes, they are not close enough to not be as affected, the increased distance to the nearest bus stop for disabled people will be a problem. I have PTSD which can be triggered by large crowds and when the buses are over crowded this very quickly becomes a problem.

I have forgotten my bike on the bus before! Especially when I have to move back into the bus for some reason. I need more visual cues. The redesign represents massive cuts in service to vast swaths of the city. While there might be more bus routes, they are not close enough to not be as affected, the increased distance to the nearest bus stop for disabled people will be a problem. I have PTSD which can be triggered by large crowds and when the buses are over crowded this very quickly becomes a problem.

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Some bus routes stops should be accessible with sidewalks. There should also be audible signals at busy intersections. I need to use the route 13,

THE BUS STOP AT EVEERGREEN AND ATWOOD, WEST BOUND, WAS MOVED 3 LONG BLOCKS AWAY TO THE WEST. I live like me and along my current route rely on the no. 2 Bus to get to campus and downtown, and the new route is not. So I live in Regent street (5601 Regent street) which is a residential street and there are only two bus lines. The redesign is a problem in steep hill location in ridership/bus stop planning area. Paratransit is great as long as we can get where we need to go.

I like that I would have middle-of-the-day options to travel to/from Madison. Seems like the system is very good. I would like a bench installed at bus stop 1877. Aberg / N Sherman E B

The bigger taller bus stop platforms should not be on State Street. So what they should do is let us the voters admire out and anyone who's involved with this bus redesign. You are eliminating too many routes and you are creating a transit dessert on the north side of Madison. I wish Metro had done more to think about the impacts of the redesign on persons with disabilities early on. I'm a senior citizen living alone and not truly disabled, but I don't have a car, by choice, and I'm not going to buy one. At the moment I have a car and can drive. That could certainly change in the future. I am not far from home and I need to take either D1 & D, or A1 and A, it appears from your maps. Where can I park my car for the day while I am at work. Since I still work. It concerns me that on weekends and holidays I may not be able to take a bus to Junction. Keep us, the elderly community with disabilities always present. Don't treat us as invisible or unimportant.

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The should be better still airport service.

I like the fact that I can find my way by bus anywhere using the transfer points

Leave Route 6 the way it is, please.

the Bus Stop signs to be bigger and have larger print. The schedules that are posted at some bus stops
It's helpful when drivers ask for my stop and make sure they stop because I might miss the auditory cue

A "fare" system that can be managed online and paid for directly from my bank.

As a senior citizen, I need options that are easy to get to. I have them but my neighbors on the other side
I am an advocate for seniors in Madison. A significant number of seniors are dependent on the transit system
work and need to get from Middleton to Junction on weekdays

Yes that the proposed routes seem confusing

It would be nice to see a large map of the changes published so I can make changes. Also how will all the

I have used Madison Metro for 50 years. This redesign is awful. Did anyone consult actual bus users? Did

The map previously shared indicate the Transfer points are eliminated. Please keep the transfer points

Route Y will be focused on peak hours and will be further from my home. Means further to walk in winter

what you would classify as a disability, but I have significant arthritis which limits how far I can walk to

Don't remove route 13

I hope the new buses are equipped with accessibility features like audible announcement, both inside and
out which is a neurological disability under the ADA. I'm filling out this survey because it didn't specify physical

disability enough. Discounts disabled community members

I love the bus route I have. Do not make me drive downtown. Thank you

Be nice if there was a button that we could push before stepping up or down so that the bus driver doesn't
worry about the accessibility on the longer BRT bus once they go into service

I very much approve of increasing accessibility for the most marginalized riders. If there is a way to improve

Bus service to this area has become less and less useful and efficient over the years

No

all stops accessible and running as often as possible

There is not a possible way for me to get to any destination with the redesign. I am 66 years old and I struggle

Who is the idiot who taught this up. They sure don't use the bus system.

There needs to be bus service running down Regent. There needs to be bus service down Odana through

Please consider keeping more of the routes on the North Side and South Side. Look at routes near lower

I hope that consideration is made for people who aren't necessarily disabled but need to walk a long way

Please consider the disabled, and the elderly, especially since most of them do not live downtown.

the stop near my house would make it much more difficult to get to work

Only that I have been taking the bus system for about 65 years and have always had great service. I have

I'd like monthly pass for paratransit

Please keep # 13.

While I do not have a disability, I believe those who do should be a top priority for Madison Metro.

I am a senior and do not own a car. Pre-pandemic I routinely took the #13 bus downtown and to other
places: be able to walk more than a couple of blocks to a bus stop. That is possible now, but with your new plan

Make sure there is accessibility to all of the Food Pantries including St. Vincent de Paul Food Pantry and

Please consider running/creating neighborhood specific routes that could at least get riders to the main

ck is based on the elderly client's I serve who live on the south side of town. My clients, many who live a I do not use Madison Metro because it is completely broken: not reliable, not functional, and not safe.

no

no

Save the Sherman and Sherman Terrace stop!

Please dont take away the 31

away stops that are close by a

This situation seems crazy because you KNOW that the redesign poorly serves bus-reliant people and fo this survey is not very accessible to me because it is not screen-readable using my text to speech reader I am 70 years old. I intend to age at home. Bus service to my neighborhood has been poor for several y Looking forward to a new and more user friendly service!

I will have no access to a bus as there will be no bus service on Red Arrow & Crescent. I will be dead in r Nope.

Metro can do much more to serve folks with disabilities. Specifically training drivers to ask 'How can I h Older neighborhoods (Bay Creek/Bram's/Vilas) need bus service. Infill/renovation is increasing density b The City is required to meet the needs of the disabled and low income people by federal standards. The :ulty walking so I don't see how the new system can benefit me. In fact, it will make things worse. I call nches at the bus stops.

from existing bus stops is the reason I need to use paratransit now. The elimination of those bus routes g to make me go at least 3 to 4 more blocks away from my home to catch the bus instead of half a block the bus stop is the biggest problem.

ice to Picknsave would be a big help!

eat sensitive so waiting outside in the summer months is impossible. Also, I'm being fitted for a wheelch -enabled vehicle.

needed where the waits are long for transfers or limited routes.

ation of Route 19 severely changed my ability to use the bus system.

gn will affect many people with mobility issues like myself. Instead of serving only the people who have c have lots of bus stops so i don't have to walk so far. Also we need more benches at bus stops hanges to current route 21 service will not be compatible with my work schedule of afternoons, evening time. Thank you, though!

gn will work better for me because of increased frequency and increased size of buses (for grocery bags) s mean I will not be able to get to a regular bus stop as it is too far for me to walk. I will have to switch t ar bus stops

wishes as you redesign the bus system. I will be keeping a close eye in the changes. May God bless you a rned for my neighbors living at Romnes apartments, as they have a stop that is served by routes 13 and r paratransit service ever extend to Sun Prairie on the east side, like it does to Middleton on the west side?

ally not disabled but I'm almost 72 and need a walking stick so the driver usually lowers the platform. I t oing to s

my current bus stop will require a walk that I might not be able to make even if it's only 10-15 minutes.

: to have to walk several blocks to catch a bus since there are going to be no transfer points

't change the Woodvale/Starker stop. The proposed stops will be impossible.

needs paratransit to get into Madison. And you need to figure out an agreement with Monona to allow

Bus Stops and Transfers will make the Bus System less useful to me.

outes alone they cover many low income and disability neighborhoods and the redesign will make busin

ens of Madison, need to have better and reliable transportation.

ations that I frequently travel will require crossing more high traffic intersections & longer distances by f
ute going to my work on the original map. But, with the redesign, I would have a LONG way to walk do
that the loss of fixed routes in Middleton will mean a partial or complete loss of paratransit in the 5356.
drive has made my HP card VERY valuable. I hope HP bus fares are continued.

: to have more rapid buses going downtown from the main streets.

gn will move the nearest bus stop from .25 miles from my house to .8, making it extremely difficult to tal
rand injury which left me blinds and with some memory issues. The sprain injury also caused my muscle
wed to drive because of my disability so need Metro for everything
imization of stops as a huge hindrance to the disabled community. Speaking for myself, a wheelchair u

istances to stops and needing to cross arterial streets to get to stops will be brutal for those with mobili
een the redesign.

, please keep in mind where stops are located. They are often in spots that the drivers can't pull up to fu
e is a stupid question. More important is that the snow prevents me from crossing the street in the wint
ed redesign will move a bus stop I use on a frequent basis and force me to cross several very busy stree

gnw ill make it easier for me to catch a bus because I will only have to walk to the corner of N High Point
lle at the transfer points would be awesome.

lly blind, and I rely on route 22, North transfer point, route 4, 2, 17, 26,30,6.

e, accessible, variety of days and times please

d but a senior. Will be a danger in bad icy/snowy days to get a couple of blocks to East Wash. Also, a da
: loss of regular service on the North side that doesn't require a long, hilly walk to board.

nderstanding not disrespectful drivers or people on phone because it gives me more anxiety and telling
redesign does not take into account people with disabilities. By not going into neighborhoods, more wal
Northside are being cut and I will not be able to get to work, grocery stores, church

gn plan is hard for me to understand, i also am worried that my normal bus stop on the corner of william
lk farm to catch the bus

are eliminating a lot of service. Having to walk a mile or more to a bus is not acceptable. Not sure what
re to walk over a mile or more to get to a SAFE bus stop. This is not feasible for the weather elements in
zation, the National Federation of the blind, appreciates the direct feedback we get from Mick. He is a sc
ng that people won't have to travel too much further to the bus stops. Also, she wants to know that peo
was noticed that drivers get very frustrated that administration doesn't use their input as much they shou

times/times that would be great

in March 2022 because there are 2 bus stops close by and I could get to almost anywhere I needed to go. The short distance to my current stop wears me out. In addition, I don't know if I'll be able to walk to the next stop. My only choice to get around and exist in the world. How would you like to have to walk a mile or two to get to a stop routed to the individual's destination is unacceptable. I would much rather take a bus as it is ch

ed that Route 2 stops by my condo (lots of elderly residents). PLEASE keep Route 2! Thank you
 I south Madison has many low income areas and people who depend on the bus. Depriving people of a b
 e to move further out, but then bus service is terrible.

ian the 2302 block of university to the greenhouses. Can't make it all the way to the detour route down
 my weather. It would be so difficult that I would be unable to make it to school on those days.
 ose-by stops (i.e. stops within 2 blocks of each other) may seem unnecessary to some riders, but for peo
 uses going past my downtown home, they won't take me anywhere useful because of the limits of the s

who live further from Central Madison will greatly decrease accessibility. I cannot walk very far to the ne
 ckly becomes a potentially dangerous situation for myself. Having more buses on these routes will hope

body with physical disabilities or packages. Is there a way drivers can help, or that this could be tracked I

itions.

NEAR BARRYMORE THEATRE. IN THE WINTER THIS MAKES A DANGEROUS DIFFERENCE.
 ew route will not enable that. Please bring the route back to Sherman and not on Packers. Packers ave is
 es (route 14 and 68). Route 14 is currently not active and that leaves Route 68 as the only active route :

vell thought out. I like the idea of more frequent service, even if the walk to a bus stop might take a littl

uto office on the mayor's office council members and manager of Metro gets fired and whoever came u
 a where it is needed most.

lier in the process. I applaud Metro's efforts to consider the equity implications of the redesign with res
 ng to get any younger. I choose to use public transit to live an active life. The Metro redesign will make li
 Romnes and know that many of the residents are disabled.

where there will be snow removal? Is there a lot of distance to walk when making the transfer from D1 t
 :ion Rd from Allen Blvd and Maywood. Or, sometimes not be able to make it back home. I haven't seen :
 int. We are valuable members of this community. Respect our dignity as human beings.

also need much larger print.

As it would be nice if buses announced what line it was loud enough when it stopped for me to be able to

line of Park Street are about to lose them. Please keep the #4 and #13 in some fashion!

system because they no longer drive or do not have a vehicle. Many of these seniors also have health/m

Are new changes be presented to the public?

Do you consider the impact on near east side users? Do the "designers" actually use Madison Metro?? If i because these greatly helps with making connections and time saving to get to a destination. Please ke after icy early morning/dusk hours. Much less likely to use.

catch a bus. Currently I have to walk a block, which is reasonable. The new routes will at least triple the

for stops and outside for route, ramps, etc.

Physical disabilities, so I'm sorry if I'm straying outside of the intended purpose. In case you are including

Don't have to do it for us. They don't always lower the bus. You should where we not only slide our card a

to provide access for ethnic minorities without compromising access for those with disabilities, we should tak

I suffer from scoliosis along with arthritis. I could not walk to the closest bus stop, it would be impossible. I

Without business hours. There needs to be continued bus service to Hilldale. The bus stops at Hilldale are a r income & disabled housing and assess if the new plan will be limiting access to healthcare, grocery, ph ay to a bus stop, maybe carrying kids, groceries, a walker, etc, and may be inhibited from walking too far

We always moved to live where the Bus has easy access for me.

points in the city. I prefer option C of the proposed Route O.

Proposed system, it would be much farther, making it impossible, particularly in the winter months.

Pharmacy on Fish Hatchery Road. This accessibility needs to coincide with hours of operation of these junction points to catch these new main line routes.

at 540 W. Olin Ave would be made to walk about 3 blocks, across Park St, which is one of the most dangerous streets in Madison. It was completely destroyed when it went to the transfer point system. It is not possible to use Madison's current bus system to get to my apt. No access to medical, drug or food stores. There is disabled housing at 2100 Apache which means I have to ask for help or just answer questions without a big attitude. I have to ask 'what bus is this' every time I walk up there. We are being underserved as Madison strains to incorporate sprawl growth. The City has to find a way to fund proposing an expensive new bus system, but not at the loss of adequate transportation. This new design "Hitler's Autobahn" as it is only designed to move people without regard for anybody else.

For months now I have heard a surprising number of random people bring up their frustration and anxiety about the redesign. Survey Monkey is not ADA compliant in my opinion. Also the redesign should have been done AFTER the current bus system was replaced. The City will definitely require my increased use of paratransit for all activities requiring transportation. I am being taken away.

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Other forms of transportation, make the people who have no other options for transit a priority. The redesign is not working for me. I can't figure out from the proposed maps what my options would be to get to work. I am being taken away.

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all.

44. I do not doubt that for some of them, getting to Park Street would be distance-prohibitive.

I think the redesign will fit my needs well. I work a couple half days so the more frequent noon service will be helpful. I have MS so my symptoms change unpredictably and would need to get a cab ride in those cases. I don't have a car and I have to use paratransit from other municipalities to go into Monona.

ing incredibly difficult if not impossible

oot which is not always possible with groceries, or depending on weather conditions that effect my mobility on Fish Hatchery Road to my job. I am using a walker. This will not work.
2 Zip Code and parts of 53705 as well

ke fixed-route rides, for unexpected trips.

es and still continues to cause my muscles to jerk and tremor leading to increasing risk of injury. I am a

user with multiple sclerosis there are several barriers including but not limited to distance, weather (severity,

ty, vision, or cognitive impairments, particularly in winter when crosswalks are not effectively cleared. (

lly so that a person ends up in the street or in a snow bank. Please put stops where there is ample room for -- both Midvale and University since I use a wheelchair. I won't be able to go anywhere in the winter, stops, such as Fish Hatchery Rd to get to and from a bus stop. As I am not willing to risk my life to catch a fix

and Old Sauk, instead of Excelsior and Old Sauk.

inger to walk in the dark. Now the stops are right on my block.

what changes are head of time help with my anxiety

king is required. I'm also concerned about learning a complete redesign, as change can be difficult for me

ison and Rogers will be taken away and I will have to walk to East Wash to get to the Capitol. I sometimes

businesses are serviced any longer. Add extra buses somehow somewhere.

WI and now being older, health problems that inhibit me from walking far. It would affect my family/friend and partner and keeps us informed of changes that affect us.

people with disabilities will be able to use the new system ok.

uld.

go, however it looks like I will not be able to get to all of the places I can currently get to by transferring bus stops while carrying things like groceries or school projects. I'm also concerned about the about of service your vehicle, not have service in the evening or weekends, etc.? A lot of money will be spent and not improve faster than cabs or paratransit. Please reconsider this update.

bus route that is close will be very detrimental to the area.

by the hospital

people like me, it makes a big difference. The primary reason I used Paratransit is when the closest bus stop is not convenient. I don't just need frequent buses -- I need them to actually go to as many different places as possible.

nearest bus stop, and had to pick my housing location accordingly. For disabled people in areas further out, it would be great to have more frequent service. It's also important to consider whether or not the bus route would be better automatically? Maybe riders could be required to take a very visible tag when putting a bike on, so that if the car is not available, they can still get to work.

is difficult to cross and not many people live along it.

and Route 68 only goes somewhere to West transfer point. With Route 14 inactive there leaves no bus service to the area.

is no longer (but I am very able). I can adapt to changes, and can plan my trips based on what the schedule is.

is not with his nutty idea

is not just about race and class, but Metro should have foreseen the need to be more thoughtful about disability. It would be more difficult. I have no one to depend on during the week for transportation and, even if I did want to, it would be difficult.

is not to D, or A1 to A? Is there snow removal between the two transfer points?

is not anything but vague statements about the new route. I hope it is considered to have Middleton be part of the route.

o know if it's the right bus. It's very difficult to get off the bus when it's crowded and you're visually impa

obility issues that impact how far/long they can walk or their ability to carry groceries or packages for ar

implemented, you will probably force me to stop using Madison Metro completely, take cabs, or stay ho
ep the current 31 day bus pass. Myself and many people are poor whom rely solely on bus to get aroun

distance, which is not feasible for a regular commute. I will have to spend about \$1000 a year to drive, I

g neurological disabilities, I wanted to say Bus Rapid Transit will be a boon to people like me. One of the

it entry but also when we leave. That way you can tell where people's most traveled. Please also keep #

e it.

am concerned that so many people live in this area. This is a low income neighborhood and I do not un

lmost always crowded with waiting bus riders whenever I ride the #2, which is nearly every day. The bus
armacy, etc. It may be necessary to keep certain routes that weren't part of the redesign.

in our extreme winters or hot summers. Please keep in mind the needs of poor people who live all ove

Food Pantries. Priority needs to be placed on those who rely most on public transportation.

erous intersections, in order to get to the bus stop. Most of these people have physical limitations that n Metro safely as the transfer points are not safe. It is not possible to use Madison Metro functionally b

out the bus redesign not serving the places they or others need to go. If high frequency can be added on onsulting the rider community.

people in walkers and wheelchairs will have no service.

o a bus - sometimes they can be extremely frustrated by this. Alternatively, The speaker that announces service to met the needs of the entire city. The new redesign eliminates a vast majority of existing route. se.

ould not be able to push myself there in winter. Thank you. I will need to keep on calling for pickups as I

design discriminates against the low-income and disabled communities.

'm worried there wouldn't be any options for someone who can't walk a mile or more to the nearest bu

ill be nice.

't use Paratransit because I don't use an assistive device (I do rely on a walking stick) but I have felt discc

ility. Using para transit is not always possible due to personal budget constraints. According to current

Also concerned because I feel as though this redesign leads out many neighborhoods especially those of (are heat intolerance, inability to hold an umbrella, ice/snow , etc.) being pushed to use paratransit further

Our neighborhood has a nice accessible stop for downtown bound buses—big boarding pad, shelter, cro

for the bus to pull up to and that there is pavement at both the front and back doors. The drivers make including to work. How does one pay taxes when you can't earn any money? Thanks Metro. Way to go (red route bus, I will be forced to rely on the unreliable paratransit system. Moving this bus stop also imp

ie.

; take the bus late and i am not comfortable walking to east wash as a small disabled woman

ends to get around the area I live in. No safe way to get to the Dean East Clinic.

g.
ats reserved for those with disabilities. If ridership per bus is increased, will there be enough disabled se
improve the process. I will not be able to ride the BRT as I will need to cross Fish Hatchery Rd, walk up Bar

o isn't close enough to my destination. Also, all bus stops should have a concrete pad for the ramp (curre
ible. Having endless routes running between Campus and Hilldale Mall is not useful for the vast majority

t where you are reducing the number and distribution of stops, they will suddenly find themselves furth
is stops are going to be in location that will easily be crowded or small areas where people using mobilit

driver sees the person with a neon marker or something leaving the bus, they can tell them to take their

es to go to Downtown. People in this street and nearby area are having to walk 10 to 25 minutes to go c

s are.

from the outset.

to get a car, I couldn't use it after dark because of my eyesight and driving during the day is, because of

of a seven day service that includes holidays. I know you will do your best. Thanks (I started this before b

aired

an extended period of time. Taking away residential neighborhood routes that low income seniors depend

on. As a committed mass transit supporter I am beyond disappointed.

and. The 31 day pass helps tremendously saving money. Any small savings helps tremendously. Plus the

fact that's OK with you because I'm not your demographic of interest or of loud voice.

One of the most challenging aspects of using the bus as someone with ADHD is time agnosia (aka 'time blindness').

17 or another for pick n save on Shopko Dr shoppers/workers.

Understand why you want to eliminate the bus transportation that is currently in force. Some people do not

know that the stop in front of Metcalf's on Midvale is also very popular with shoppers going for groceries. People who

live there and will need to use the bus a lot to get to the many places they need to access in this city. Any redes

put them at risk because of the distance they have to walk and getting across the street safely in an area because you have to add an additional two to three hours to the start and return commutes only to get r

major arteries that should be in addition to full coverage--not instead. Full coverage is more important.

bus route on the outside could be atleast as loud as the 'warning, lowering bus sound'. When drivers pi
es but does not accomodate the needs of those that rely on bus service for transport.

have done in the past and from Middleton this past year.

s stop with the service that works for out of peak service work schedules.

ouraged from taking the required eligibility evaluation because 1) I'd need to find a ride to Metro headq

proposed routes, I will also be limited & steered into specific neighborhoods in which I can live due to m

disadvantaged populations within the city that likely have higher ridership.

er enforces the divide between the disabled community and society... the lack of visibility and inclusior

ssings on lower traffic (at least compared to Whitney Way) with refuge islands and good curb ramps—t

: you get off at the back which is often not safe. I can't see where they are dropping me off (an uncut fie
!

needs people using the fixed route system to access McKee Farms Park, which is at this location. Needles

ats? I'm not always able to stand for my entire bus ride.
dger Rd which only has sidewalk on one side of the sstreet to Park St. This is unreasonable. If I will be fr

ently Jenifer and Few Eastbound does not_
r of Metro Transit riders who rely on the buses as a way of life.

er from a stop and it will be harder for many to reach them and access public transport. Some of us also
y devices might have a hard time fitting.

bike?

atch the nearest bus stop for Route 2 or Route 15 when they have to go to downtown. SO I think there :

nervous disorders, sometimes problematic. And it's expensive--I'm retired.

ut a bump on the bus made me send it prematurely - karma)

d on will discourage many of them from using the bus system ever again. It will make it extremely difficu

: 31 day pass is guaranteed source of revenue for yourselves from working people needing the bus to ge

. I find ways of coping, but keeping track of time is an uphill battle given the way my brain works. Miss

ot own vehicles and use the bus for daily transport. It seems you are trying to force us out but where wo

o ride buses frequently don't care as much about bus frequency as they do about route coverage becaus

ign won't hurt the rich people or those comfortable enough to have cars, but it will affect the most vuln

a where cars often speed and may not be looking for older adults walking in the crosswalks. Please do not
go where near close to work.

I feel like this is being driven by the federal grant for the BRT articulated buses "forcing" radical service

ick folks up they are constantly lowering the bus - this alarm is VERY loud, and always drowns out this ar

quarters to take it and 2) it might not reflect my mobility when the disease is active.

ny need to be close to public transportation. Added walking travel from proposed stops will also limit m

1 is appalling. Paratransit requires 24 hours notice. Planning room for appointments, food or others run
at will be eliminated in the new plan. While the distance to new stops on Whitney isn't huge the quality
ld of weeds, snow bank, in the street, etc.). Busy streets are hard for stops as well - difficult to cross and
is to say, I am strongly apposed to this particular aspect of the Metro redesign proposal as it would seve

forced to take paratransit everywhere I need to go, that I am requesting to be able to make a ride the day

cannot drive and therefore entirely depend on the bus system to get around, so this is a serious issue.

should be a busline that directly goes to the downstreet from this street.

It for them to access essential resources because they cannot afford the cost of delivery.

t to work like myself and many others. thank you for your time and consideration.

ing the bus is something I can mitigate but not realistically eliminate from my life. Rapid transit is much

ould we go? Reconsider!!!

se they're already planning their lives around bus schedules. My husband and I logged into one of your v

erable and I don't want more people to fall through the cracks.

not take away the access these older adults have with the bus stop outside of their front door.

reduction except to main arteries and I wish you just didn't get the grant. I also want to point out I do not

announcement. Additionally, the announcement could be repeated constantly. At union station in Chicago

y employment opportunities when I have to consider whether an employer will be easily accessible for n

ring late is impossible. I'm pretty speechless...

y of stops and hazards of street crossings are much worse.

dangerous places to be waiting and even more dangerous to be let off into.

rely impact my ability to independently travel.

y of like they do in Milwaukee. HOw would you like to live your life and have to schedule rides 24 hours

kinder towards people with neuro disabilities like ADHD because dramatically reduces the penalty of mi

irtual redesign meetings for the west side but were never given an opportunity to speak.

It have a mobile phone and since you stopped printing paper schedules I've had a harder time getting rc

o, the station numbers are repeated every 5 seconds or so. This is extremely accessible.

ne to get to and from.

in advance, or if you are at a doctor appointment it is extremely difficult to determine what time your a

ssing the bus. The change to BRT is going to make a huge difference for me - I can't wait!

oute and schedule info since I can only access it at home on my desktop computer or at a handful of stop

appointment will get over to get a ride, the amount of time spent waiting for a ride, getting left, driven e

ns that have that info posted. What I have to do sometimes is print info off of your website with my com

xtremely out of your way and going back past where you just came from b

computer printer (and not everyone has that). At minimum it should be possible to mail or