



“Tell Us About Your Stop” Campaign **Results & Staff Notes**

Below are the results so far from our “Tell Us About Your Stop” outreach campaign. A number of these items will be addressed with improvements resulting from implementation of our new Bus Rapid Transit System.

Customer Comment

Staff Notes

Add shelters and/ or benches at the Maple Grove & McKee areas

Staff still investigating.

Add shelters and/or benches at John Nolen & Olin areas, and on Olin Ave. by Romnes Apartments and Goodman Pool

There is not a lot of room in the terrace by Romnes - we’ve tried to install a bench in the past, but there wasn’t enough space. Staff are looking at smaller benches. A bench is available at Goodman Pool stop, and a new shelter is now located on John Nolen Dr.

Raymond & McKenna, and at Verona Frontage & Summit areas

Staff still investigating.

E Washington & Independence area needs better crossing, pedestrian improvements, shelters & benches. Request audible signals at these intersections.

Added to Metro’s Accessible Pedestrian Signal (APS) request list. This will for ultimately happen with launch of BRT station in 2024.

Poor crosswalks and pedestrian infrastructure at Aberg Ave and Packers area, wants to have shelters/benches and better crosswalks and stops.

This will be addressed with North/South BRT infrastructure improvements.

Hello, I frequently use bus stops at high point and brule going westbound and eastbound to get home. I also use the bus stops on high point and mineral point to get home as well. I am blind and I think audible pedestrian signals would be helpful when crossing the street to get to the high point and brule stop going east bound and for the high point and mineral point stop going east bound as those intersections are busy.

Added High Point/ Mineral Point Rd to APS list. Possibly to be included in Safe Streets Madison program. If not, expected as part of BRT implementation.



I can't tell you the name of the stop, but it's the Route A eastbound stop right after E. Washington and Eagan. It's an uncontrolled crosswalk where people are meant to get off the Route A to cross over to board the connection to Route P. I don't feel safe crossing E. Washington at an uncontrolled crosswalk, so I get off at Eagan and walk down. But, I sometimes miss the connection. I'd love that to be a controlled crosswalk with a light or something to make that crossing safer.

Northport and Dryden, there is no APS. On both crossings, the signals are too short for those with mobility issues. They must wait on the pedestrian islands which are too small. The missing APS needs to be installed. The pedestrian islands need to be larger and these islands need to be treated in the winter to ensure safety for all who are using the intersection to board or exit the bus stops located here. There is no other intersection to cross Northport for .5 mile in either direction.

East Washington and Second Street needs a stop light. Traffic does not honor the flashing warning lights.

Worried about stop being cleared in the winter at High Crossing and City View Dr.

WB Stop 6166. The intersection of High Point Road and Mineral Point Road to be new bus stop. The cross walk and speed limit being 35 mph. It should be lowered! More safety precautions are needed.? State Law Pedestrian Signs? The walk light is not long enough a turning car should not have an arrow before the going straight traffic. Why is the Bus Stop going to be in the middle of Mineral Point Road? Has anyone ever stood there during Rush hour? Very Dangerous for Disabled and Children. Thank you for your time.

A signal will be installed in 2024 as part of BRT implementation.

The addition of APS on all portions (only one portion has APS now) is on our list, and staff are in the process getting equipment. This will also be added to Safe Streets Madison list for consideration of other improvements. Location is also being reviewed by WisDoT based on an ongoing official complaint.

This bus stop has closed as part of December service changes.

We encourage people to report sidewalks that aren't cleared using the City's "Report a Problem" at cityofmadison.com/reportaproblem.

We can add this to our Safe Streets Madison list for further improvements and consideration of a speed limit reduction (the 35 mph is a recent change from 40 mph). Signal changes may also be a part of BRT.

With BRT implementation, stations will be in the middle of the road to reduce conflicts with other modes, buses will have doors on both sides.



High crossing and City View stop is too far for people who live up hill on City View Dr. Sidewalks need to be cleared in winter.

We encourage people to report sidewalks that aren't cleared using the City's "Report a Problem" at cityofmadison.com/reportaproblem.

Additional Staff Comments on E. Washington Ave.:

The City has applied for federal funding to make ped/bike improvements on E. Washington Ave., between Hwy 30 and Annamark including better crosswalks, one additional Rectangular Rapid Flashing Beacon (RRFB), lighting improvements, closing sidewalk gaps and adding a path along the Frontage Rd. It would also include adding any missing ped signals and adding APS.

The grant also included funding for E. Washington and N. Second for better crosswalks, an RRFB, signage and lighting; along with funding for additional funding for other general pedestrian safety measures at some other bus stops, including some new RRFBs, APS, some pedestrian islands, etc.

Staff expect to hear back on the grant award in mid-December.