

From: [Susan Millar](#)
To: [Transportation Commission](#)
Subject: Request that you reject Madison Metro Redesign's Equity Analysis
Date: Monday, November 28, 2022 3:25:09 PM

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Dear members of the City of Madison Transportation Commission,

Based on what I personally know of low-income areas within this city that will lose, rather than gain (!) bus service if the current Madison Metro bus system redesign goes forward as planned, I ask that you reject the current Equity Analysis and obtain a new analysis from an independent analyst.

This new analysis needs to more adequately ensure that the bus route redesign serves Madison residents who must rely on bus service – low-income communities and people of color who typically already are underserved. The bus system must connect affordable housing areas to jobs and other essential community services and needs such as grocery stores.

I concur with the Four Lakes Group of the Sierra Club that this new analysis must:

- Use more accurate and specific bus access distances and ridership data that breaks out specific racial groups and people with different abilities that will accurately reflect the actual access to bus stops from both residences and destinations
- Use the most recent 2020 census data rather than calculated, less accurate 2018 data
- Remove downtown residents who already are and will be well served by the revised bus system from the equity analysis. Including the large population of low-income students downtown, as compared to less dense numbers of low-income residents in outlying areas in true need of bus service, may unduly distort the equity analysis.
- Use an independent analyst that was not involved in developing the redesign proposal to eliminate concerns of bias and obtain another perspective.

Thank you for considering my request,
Susan Millar

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Susan Millar, Co-lead, 350 Wisconsin's Community Climate Solutions Team

I was born when CO2 PPM was 310.5.

When my youngest grandchild was born, PPM was 400.0 (2015)
At current rates, when he is 20, PPM will be 430. (See the [data provided by climate.gov](#).)