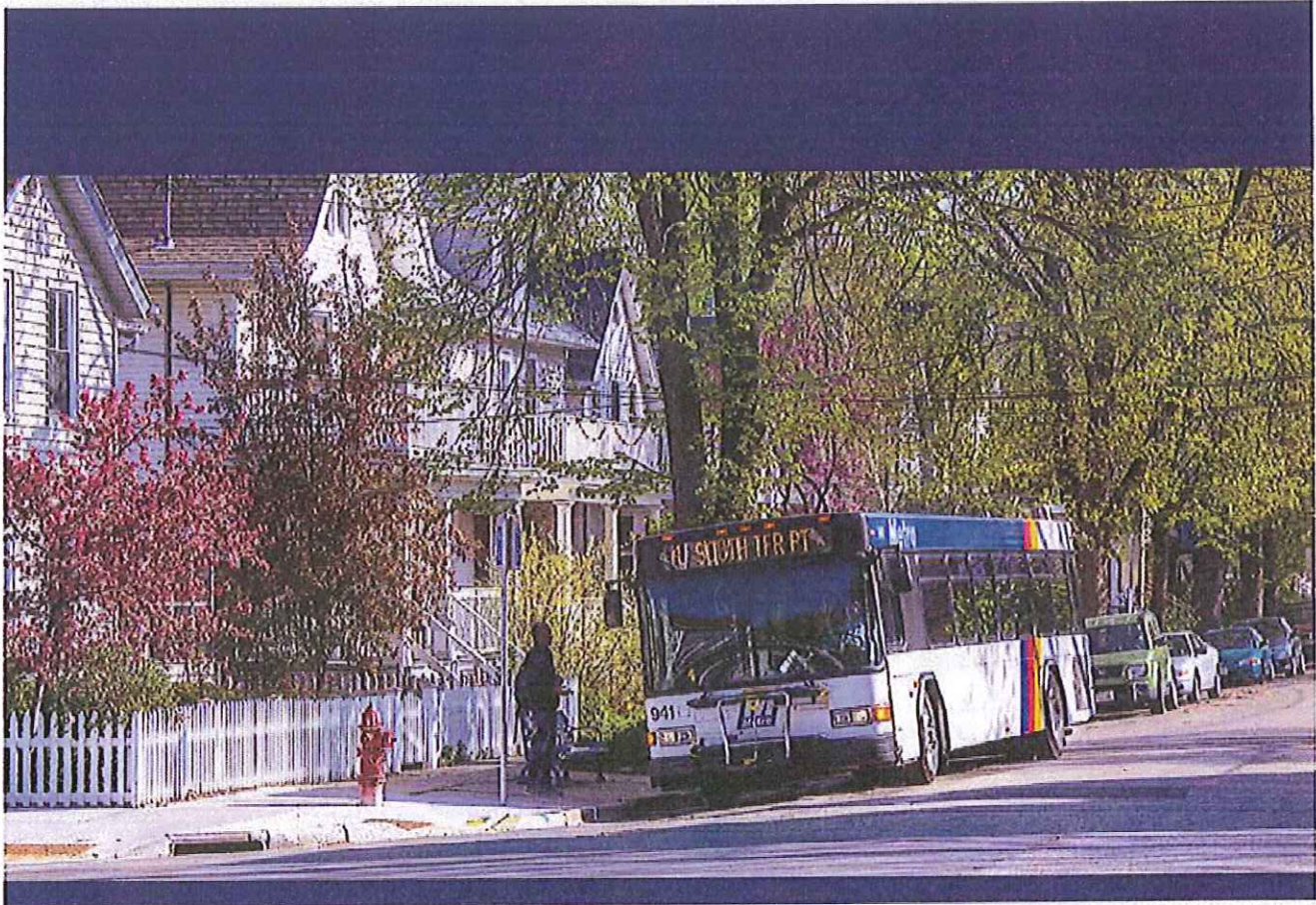


SUMMARY PAGES



DRAFT:

Transit Service in the WilMar Neighborhood

At the request of the City of Madison Transit Parking Commission and District 6 Alder, Marsha Rummel, Metro Transit has completed a comprehensive study on the different public transportation routing options in the neighborhood, particularly focusing on Jenifer and Williamson streets.

Metro Transit

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Administration: (608) 266-4904 | Customer Service: (608) 266-4466
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EVENT TIMELINE

Transit Service in the WilMar Neighborhood

APRIL 2011	Williamson St. reconstruction plans were approved. Construction plans did not include accommodation of transit service
MARCH 2013	The Transportation Development Plan (TDP) adopted by the TPC included bus stop spacing parameters. For core routes operating within the isthmus, bus stop should be space 3/16 to 1/4 miles apart, and never closer than 1/8 of a mile or 220 yards.
JANUARY 2015	Jenifer St. reconstruction planning begins. Metro Transit was a part of the planning process – taking into consideration bust stop signage, concrete boarding pads, etc.
FEBRUARY 2015	In accordance of the TDP bus stop spacing protocol, Metro proposed eliminating every other stop on Jenifer St. This was overturn by TPC in February after public testimony.
NOVEMBER 2015	Metro completed an on-board survey earlier in 2015. Results showed that people of low incomes and people of color are more than twice as likely to require a transfer for their daily commute. Since publication of results, Metro has focused on improving on-time performance and allocation of service.
FEBRUARY 2016	Metro and the City of Madison Civil Rights Department completes an equity analysis for service during the Jenifer St. detour. Equity analysis shows service is best operated on Williamson St. rather than E. Washington Ave.
JULY 2016	Alder Rummel and the Transit and Parking Commission approved study into potential permanent service on Williamson St. Metro staff to complete study on transit service in the WilMar Neighborhood.
AUGUST - SEPTEMBER 2016	The Marquette Neighborhood Association (MNA) Traffic Committee hosts an information gathering session on transit and parking services in the Williamson and Jenifer street corridors. Later in the month, Metro hosts focus group and information session on neighborhood service and study results.
SEPTEMBER 2016	Metro updated stop locations on the 1200 block of Williamson St. (at the intersection of Baldwin and Williamson) to accommodate more parking. Stops were moved towards mid-block going in-bound and far-side going outbound

RECONSTRUCTION DETOUR

Metro Detour Planning and Equity Analysis – How Service on Williamson St. Began

INITIAL DETOUR PROPOSAL

Metro staff proposed detouring to E. Washington Ave. during the Jenifer St. construction.

Metro's initial detour proposal had all detoured routes travelling on E. Washington Ave., between Blair and Baldwin streets. Williamson St. was not considered due to the elimination of parking and the lack of amenities and accessible boarding locations. Spaight St. was also eliminated as a possibility due to the condition and nature of the street, and the existing speed bumps.

Williamson Street – **NOT RECOMMENDED**

Pros

- It provides a direct route to Wilson Street.
 - Avoiding turning movements saves travel time.
- It is close to neighborhood businesses and nonprofits.

Cons

- Parking reduces traffic to one lane, which causes delays. All parking would need to be removed.
- There are no bus pads for riders using wheelchairs.
- There would have to be a detour of this detour during the Willy Street Fair.



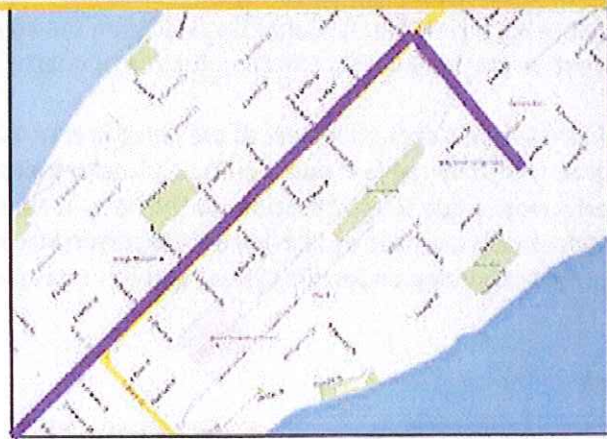
E. Washington Avenue – **RECOMMENDED**

Pros

- It is an already established transit corridor with which riders are familiar.
- There are bus pads for riders using wheelchairs.
- It is already used as the detour during the Willy Street Fair.

Cons

- Neighborhood residents would have to walk farther.
- It would require more turning movements, adding to travel time.



At Alder Rummel's request, the proposed detour planning and information was brought to the February Transit and Parking Commission Meeting for discussion. At this meeting, Metro was advised to complete the RESJI Equity Analysis and report back at March or April TPC meeting.

EQUITY ANALYSIS

City of Madison RESJI tool was used to discover potential equity disparities and issues

Equity Analysis Goal: Allow for continued levels of service efficiency without causing disproportionate impacts or negative unintended consequences on communities of color or low-income communities.

People with low incomes & people of color are more than twice as likely to require a transfer to complete their trip.

SAMPLE OF ANALYSIS QUESTIONS:

Who could be impacted by the issues related to this proposal?

Dependent on the detour selected, primary groups potentially impacted include: transit dependent riders, riders usually boarding on Jennifer street, businesses and residents on Williamson Street.

Are there potential disproportionate impacts on communities of color or low income communities?

Dependent upon the detour selected, low-income communities and communities of color could be disproportionately impacted through increased travel times, missed connections, and lengthy delays.

What are the root causes or factors creating any racial or social inequities associated with this issue?

People of color and low income populations more frequently use Transit as the primary means of transportation. The routes requiring rerouting due to Jennifer Street construction make connects at the transfer points. Riders of color and low income riders have higher frequency usage of those routes. Previous route proposals created the potential for increased times due to the detour, resulting in potential for missed connections and lengthy delays at all transfer points.

What are the potential unintended consequences? What benefits or burdens may result?

The removal of parking spaces on Williamson Street presents possible benefits and burdens to Williamson Street businesses and residents. Benefits result from the added pedestrian traffic created by the addition of Williamson Street service, and burdens from reduction of nearby parking spaces.

What identified community needs are being met or ignored in this issue or decision?

Those transit dependent riders utilizing transfer points are anticipated to not see a reduction in on time performance due to modifications to the detour. Neighboring community members dependent on nearby services will now have availability of Williamson Street stops, reducing the distance between those riders normally boarding on Jennifer Street and other proposed routes.

###

Metro felt there was sufficient reason to modify the detour to Williamson St. based upon a thorough review of these equity tool results, receiving input from Alder Rummel, working with Traffic Engineering and various other on-street testing.

FORMAL STUDY REQUEST

Transit Service in the WilMar Neighborhood

WILLIAMSON ST. SERVICE STUDY REQUEST

Investigation into possible permanent shift of transit service from Jenifer St. to Williamson St.

A formal written request to study Williamson St. transit service was sent to Metro Transit by District 6 Alder Rummel on July 3 after hearing public comment.

FORMAL REQUEST:

From: Rummel, Marsha

Sent: Sunday, July 03, 2016 10:41 PM

To: Kamp, Charles; Beck, Drew; Sobota, Timothy

Subject: Metro buses on Williamson St

Greetings-

We approved the plans and specs for the Jenifer/Ingersoll intersection at the last Council meeting without any bumpouts. Thanks for your work on this. At the meeting, a neighbor attended who is very interested in moving all the buses to Willy St. She opposed the addition of extra pads for the second debarking area and hoped for delay. Rob Phillips was helpful and explained to the Council that the installation of the pads could come later.

Many neighbors now think moving the buses to Willy St is worth investigating. I agree.

I talked briefly to Drew at the meeting but want to formally request that staff establish a process to study the detour pilot to determine how it worked and if it was positive, help set up a neighborhood and system-wide discussion.

Jenifer Street is supposed to be completed by October and it would be great if we could have a process underway by then to make the change permanent if there is community buy-in and TPC and staff support.

Marsha

#####

At the July TPC meeting, the requested study was on the agenda as an informational item (Metro: Request by Alder Rummel to review pilot and seek user and neighborhood input on permanent relocation of Jenifer Street bus routes to Williamson Street). Six members of the public chose to speak at this meeting; two in favor of the permanent shift to Williamson St., and four in opposition.

TPC members agreed that a study into a possible service shift would be beneficial – mainly focusing on comparing the quality of transit service and ultimate holistic impacts between the two options.

METRO TRANSIT DATA

On-Time Performance, Turning Movements and Ridership

ON-TIME PERFORMANCE

Route on-time performance data comparison between 2015 on Jenifer St. and 2016 on Williamson St.

Preliminary data-gathering shows that operating on Williamson St. has had a minimal impact on on-time performance, although the percentage of buses arriving late in the corridor has improved for the month of September. Full table and data is available in the appendix.

Route	% Late		
	July 2015	July 2016	Difference
Route 3	13.4%	14.8%	Worse
Route 4	14.7%	16.0%	Worse
Route 7	4.8%	7.1%	Worse
Route 10	7.1%	8.3%	Worse
Route 38	8.1%	16.7%	Worse
	August 2015	August 2016	
Route 3	13.2%	11.9%	Better
Route 4	15.4%	14.4%	Better
Route 7	6.3%	6.0%	Better
Route 10	6.7%	6.8%	Worse
Route 38	9.9%	17.0%	Worse
	Sept. 2015	Sept. 2016	
Route 3	18.8%	18.1%	Better
Route 4	19.1%	16.5%	Better
Route 7	13.7%	12.8%	Better
Route 10	10.3%	9.2%	Better
Route 38	19.6%	18.8%	Better

Late = leaving the timepoint equal to or greater than 5 minutes after scheduled time

Percentages are calculated using the average arrival time at every timepoint throughout the route. On-time percentages are then calculated per trip and averaged for an overall route total.

Route 38 on-time performance has been affected the most by the Williamson St. shift. Staff attributes this to the added number of turning movements required to maneuver the detoured service – particularly the turns at the

Baldwin and Williamson St. intersection. Heavy pedestrian presence and added vehicular traffic with loading trucks can cause significant back-ups and added time.

Metro Planning staff cannot yet pin-point what change in service is causing the slight increase in on-time performance, however it could be a number of factors including the bus stop quantity and locations, or the drastic decrease in turning movements while operating on Williamson St.

TURNING MOVEMENTS

Difference in turning movements between Jenifer and Williamson streets

The number of turning movements greatly affects both the planning of routes schedules and structures, and operations as a whole. Metro Transit focuses on two main points:

- More turns = longer time to get from point A to point B: *On-Time Performance*
- More turns = greater risk of accidents: *Mitigation of Potential Safety Hazards*

On an average weekday, data shows that buses turn approximately 549 times total while operating on Jenifer St. compared to the 72 turns they take while operating on Williamson St.

	RIGHT TURNS	LEFT TURNS
JENIFER STREET	265	284
WILLIAMSON STREET	31	41

The above table shows the total number of turning movements taken on an average weekday on Routes 3, 4, 10 and 38. Route 7 data is not included as it is a weekend route only.

TURNING MOVEMENTS – BY ROUTE:

JENIFER ST. ROUTING		
ROUTE	RIGHT TURNS	LEFT TURNS
3	96	98
4	95	94
10	42	42
38	32	50
DAILY TOTAL:	265	284

WILLIAMSON ST. ROUTING		
ROUTE	RIGHT TURNS	LEFT TURNS
3	15	16
4	0	0
10	0	0
38	16	25
DAILY TOTAL:	31	41

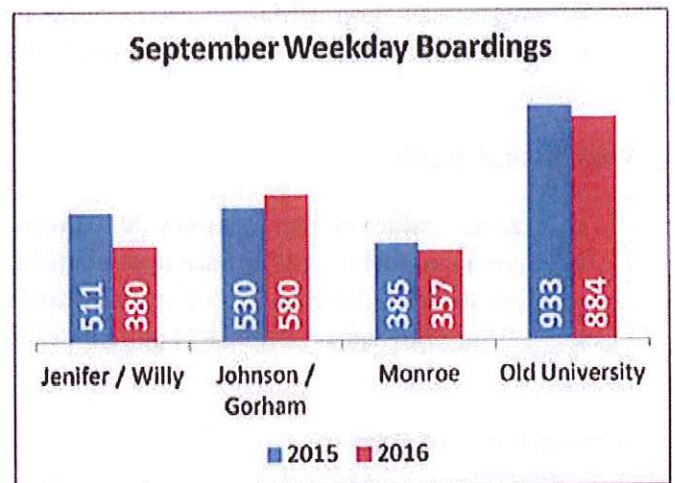
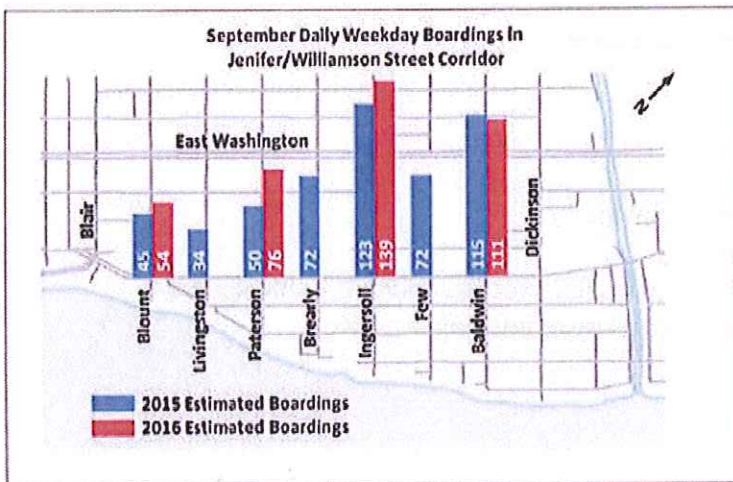
RIDERSHIP

Comparison of ridership in the WilMar corridor from 2015 to 2016

Using farebox and AVL records, Madison Area Transportation Planning Board (MPO) staff estimated the number of boardings at each bus stop in the system for the middle two weeks in September for both 2015 and 2016:

- Total boardings on Routes 1-75 declined from 42,220 per weekday to 38,627 (-9%)
- Total boardings on Routes 3, 4, 10, and 38 specifically declined from 10,205 per weekday to 9,370 (-8%)
- Boardings at the bus stops in the Willy Street / Jenifer Street corridor declined from 511 per weekday to 380 (-26%).
- Weekend ridership showed similar trends with greater drops (-12% on Routes 1-78, -42% in the Willy Street / Jenifer Street corridor)

Ridership in the WilMar corridor has dropped about 26% from last year, while overall system-wide ridership has dropped by only 9% on weekdays.



At this time, *Metro Transit Planning Data* is still unfinished:

- Continuation of on-time performance data
- Bus stop amenities and location review and comparison
- Continued monitoring of ridership system-wide and throughout the WilMar corridor.

Full review is not complete.

METRO TRANSIT DATA

Safety Review and Mitigation

SAFETY REVIEW AND SUMMARY

Collective review and mitigation of potential safety hazards

Jenifer St. Hazards

- Added turning movements to enter and depart Jenifer St.
- Poor line-of-sight while buses are at bus stops, causing potential accidents and close calls at intersections for pedestrians, cyclists, and other motorists
- Street has been narrowed two feet during reconstruction
- It's a residential street = low traffic volume creates a more relaxed environment with pedestrians and residents (more likely to jay-walk or not pay as much attention to traffic as higher volume streets)
- Popular bike thoroughfare
- Uncontrolled intersections with few pedestrian safety measures

Williamson St. Hazards

- Heavier traffic volume, especially during top commuting hours
- Turning motorists causing back-ups and quick stops
- Pedestrians trying to maneuver at uncontrolled intersections (intersections without traffic signals)
- Dealing with higher potential of parked vehicles in or very close to bus stop locations

National Data and Resources

Transit Cooperative Research Program (TCRP) Report 125 – Guidebook for Mitigating Fixed Route Bus and Pedestrian Collisions

- Bus/Pedestrian Collisions most frequently reported to happen while in a turning movement
- Turning movement frequency should be considered in route planning and design

National Highway Traffic Safety Administration (NHTSA) – Analysis of Crossing Path Crashes

- Fatal pedestrian/bicyclist crash analysis
 - Intersection controlled by a traffic signal – 142 fatal crashes
 - Intersection with no traffic control – 616 fatal crashes
- The most dominant pre-crash event of a pedestrian or bicyclist crash involved a motor vehicle in the processes of turning/merging, preparing to turn/merge, or had just completed a turn/merge

SAFETY SUMMARY:

Both Jenifer and Williamson streets share their own unique dynamic and different types of hazards. Transit agencies that proactively re-evaluate bus routes to examine whether service is being provided in the safest, most direct, and convenient fashion possible; generally take into consideration the number of turning movements any one bus must make while following route in service. Reduction in turning movements has proven to be an effective means to pedestrian accident reduction. Pedestrian accidents are a rare occurrence with Metro Transit, however when an accident occurs, it is generally significant by nature and can cost lives.

Mitigation of unprotected street user hazards should be considered an essential process for a safety focused environment. Risk of motor vehicle collision is greater on higher volume streets such as Williamson St. This risk is accepted more often than not due to the fact crashes involving motor vehicles, although typically involve damage, do not generally generate significant injury. Low volume residential streets normally do not have as many protections in place for pedestrian safety and have a more relaxed feel due to the infrequency of motor vehicle traffic. Higher volume streets typically produce a more alert pedestrian less likely to jay-walk or step out into the crosswalk without first ensuring proper gap allowing traffic to recognize and safely yield to the right of way.

Because of the significant reduction of turning movements, controlled intersections, and better line of sight for unprotected street users, bus operations on Williamson Street should be considered less risk of significant injury or fatal accidents.



EXAMPLE:

Line-of-sight issue for pedestrians crossing the Jenifer and Ingersoll St. intersection, where there is no traffic light to control pedestrian movement

METRO TRANSIT DATA

Driver Poll, Public Feedback and Survey Responses

METRO DRIVER POLL

Operations staff polled and surveyed Metro drivers that operate fixed-route bus through the WilMar corridor

Metro distributed a survey to 78 bus drivers to gather feedback regarding operating on Williamson St. compared to Jenifer St.:

- 79% of the drivers polled preferred operating on Williamson St.
- Similarly, 78% reported making better time through the corridor while operating on Williamson St. Only nine drivers reported worse, and six thought the two options were comparable.
- 34 drivers said they have heard positive feedback from passengers, while 11 reported negative feedback.

Overall, 62 of the 78 drivers polled prefer operating on Williamson St. over Jenifer St.

PUBLIC FEEDBACK

A summary of all feedback received from approximately July 1, 2016 through October 7, 2016.

The following is a summary of all official feedback received by Metro Transit from approximately July 1 through October 7. For clarity, feedback has been broken down into three distinct categories:

1. Social Media
2. Metro Planning
3. TPC Submissions

SOCIAL MEDIA –

The following feedback data was pulled from all of Metro Transit's social media platforms – Facebook, Twitter, and Instagram – yielding 48 results. Seventeen of the respondents were in favor of keeping service on Jenifer St., 11 respondents preferred that service remain on Williamson St. after the completion of the detour, and 19 respondents were neutral. Neutral respondents were often speaking to other concerns regarding the situation as a whole – while not explicitly expressing an opinion for either option.

The principal concerns of social media respondents were congestion and traffic and the welfare of businesses – the next most popular concern was parking availability. These concerns are consistent with results we have seen in traditional media formats.

Four respondents mentioned that Jenifer St. was originally designed with transit purposes in mind. Other respondents expressed concern over safety, environmental factors, equity, and the possibility of using an E. Washington Ave. option.

Overall, 35% of respondents using social media prefer the Jenifer St. option.

Pro Jenifer	Pro Williamson	Neutral	TOTAL Respondents
17	11	19	48

METRO TRANSIT CUSTOMER FEEDBACK –

The following section contains all customer feedback Metro has received through its public feedback database. Feedback includes written postal mail, calls through the customer service center, emails received through the *mymetrobus* account and feedback submitted through the Metro online portal.

Metro Transit’s feedback system rendered 20 responses. Eleven of these respondents are in favor of returning service to Jenifer St., while six are in favor of service continuing on Williamson St. after the completion of the construction. Three respondents were neutral, with one respondent offering E. Washington Ave. as an alternative option.

Traffic and congestion, welfare of businesses and parking concerns come out as primary concerns for the respondents. Environmental concerns, such as noise, air, and other types of pollution, tied with concerns over passengers waiting for the bus on private property.

An additional concern was equity, with four respondents. One respondent also mentioned that Jenifer St. was designed for transit and has supported it for years.

Overall, 55% of customers prefer the Jenifer St. option, while 30% prefer Williamson St.

Pro Jenifer	Pro Williamson	Neutral	TOTAL Respondents
11	6	3	20

TRANSIT AND PARKING COMMISSION SUBMISSIONS –

Data includes all written or oral feedback either submitted or presented to the Transit and Parking Commission (TPC). Overall – this equates to 65 official feedback comments. Fifty-seven preferred that buses stay on Jenifer

St. after the ending of the detour, while four preferred that they continue service on Williamson. Four respondents were neutral, with two of the neutral party suggesting E. Washington Ave. as an additional option.

Nine of these items, while from different people with different contact information, were exact replicas – which indicate a mass emailing or campaigning effort by the community.

These figures do not include a submission included by one respondent who collected 380 signatures of local residents who were in favor of keeping buses on Jenifer St. after the completion of the detour. For data clarity, this was counted as one feedback item in the following total. See all 380 signatures in the appendix.

Some 40 of respondents expressed concern over welfare of businesses, 29 over traffic and congestion, 25 over parking concerns and 19 over safety. In relation to safety, four respondents mentioned riders on private property as a primary concern. This is usually in reference to passengers waiting for the bus in undesignated areas. Some respondents stated that these passengers were known to solicit money, sit on benches or furniture of private residents, and leave garbage on private property.

Smaller concerns were equity and environmental factors. Eight respondents from both sides commented on the equity impacts of shifting service, and nine reported disliking buses in residential areas due to exhaust fumes, added noise, or other environmental factors.

Overall, 87.7% of submissions prefer keeping transit service on Jenifer St.

Pro Jenifer	Pro Williamson	Neutral	TOTAL Respondents
57	4	4	65

METRO TRANSIT PUBLIC FEEDBACK TOTALS:

Pro Jenifer	Pro Williamson	Neutral	TOTAL Respondents
85	21	26	132

SURVEY RESULTS

Metro Transit Service in the Jenifer St. Neighborhood

Over the course of eight weeks, Metro collected 945 survey responses regarding transit service in the WilMar neighborhood. Responses were collected online using *SurveyMonkey*. All responses submitted in an alternative format were entered by Metro staff and are included in the summarized data.

The survey was heavily promoted on a variety of platforms:

- Posted on the Metro Transit's homepage
- Multiple posts on social media, including a paid Facebook advertisement that generated over 35,500 people reached and 1,400 post engagements
- Bus flyer printed on posted on all of our fixed-route buses
- Direct mail postcard sent to 3,264 residences and businesses in the WilMar neighborhood and surrounding area
- Distribution at Neighborhood Resource Team meetings and other various Metro events
- Promotion at MNA Traffic Committee meeting (8/30/16) and posted onto MNA website
- Promotion at Metro Transit Information Gathering Meeting (9/26/16)

Metro acknowledges that the completed survey is not completely scientific. Respondents could complete the survey various times if done on multiple IP addresses. However, given the response rate and amount of surveys done, Metro staff feels confident that they have captured a solid representative sample.

Of the 945 respondents, 652 (69%) would prefer transit service to return to Jenifer St.

Answer Choices	Responses
Option 1: Buses return to service on Jenifer St. after the construction project ends. Stops will be available at every block.	19.37% 183
Option 3: Buses continue to use Williamson St. after the construction project ends. Stops will be available every other block at signalized intersections.	31.01% 293
Option 2: Buses return to service on Jenifer St. after the construction project ends. Stops will be available every other block.	49.63% 469
Total	945

When asked the preferred service option in the WilMar neighborhood, roughly 50% of all respondents said they would like to see service return on Jenifer St., but have stops every other block – while 19% would also like to see it return to Jenifer St. but with all stops maintained.

Thirty-one percent prefer the service to continue on Williamson St. after the construction project has ended.

All survey respondents were asked to supply additional comments if necessary. Majority of the comments could be summarized into roughly four points:

1. Williamson St. is too narrow and too congested for bus service – Return bus service to a street that was designed with buses in mind
2. Buses being on Williamson St. eliminates too much parking for residents and businesses – hurting the economic health of the businesses

3. Eliminating residential stops on Jenifer St. has been a plus for the neighborhood residences
4. Pedestrian and bike safety concerns on both Williamson and Jenifer

Of the 945 respondents, 638 (67%) said they were Metro riders. Respondents could check 'all that apply.'

Answer Choices	Responses	
Metro rider	67.61%	638
Neighborhood resident	63.28%	598
Other	14.29%	135
Business owner	6.40%	51
Total Respondents: 945		

PUBLIC FEEDBACK – NEIGHBORHOOD MEETINGS

Summaries from the Marquette Neighborhood Association (MNA) meeting and Metro's Informational meeting included

Two neighborhood meetings were conducted to solicit feedback from the neighborhood and Metro riders alike. The first meeting was hosted by the Marquette Neighborhood Association's Traffic Committee and was held at the Immanuel Church on Tuesday, August 30 at 6:00p. The second meeting, hosted by Metro Transit, was held on Monday, September 26 at the WilMar Neighborhood Center at 7:00p.

Both meetings had high turn outs and were generally well-received. The following is a brief summary of the most popular comments heard by Metro and MNA staff:

MNA MEETING SUMMARY (as related to bus service and parking loss):

- Heavily discussed topic was the immediate concerns about the bus service on Williamson St: Heavy traffic, critical loss of parking (particularly on 1200 block) for both businesses & residents, lack of bus stop amenities, safety of pedestrians and cyclists, increase in panhandling and overall safety concerns, etc.

METRO INFORMATIONAL MEETING SUMMARY:

- Metro presentation of preliminary data collection and survey results. Many in attendance were confused as to why the study was continuing after so many respondents wanted buses returned to Jenifer St. Also many expressed resistance to eliminating bus stops on Jenifer St. If service moved back.

Overall, top concerns for buses potentially staying on Williamson St. were the concern over loss of parking, lack of amenities, increase in unnecessary traffic volume, and overall safety issues

TRAFFIC ENGINEERING

Transit Service in the WilMar Neighborhood

TRAFFIC ENGINEERING INPUT

Official City of Madison Traffic Engineering Response

The following summarized pros and cons list was sent to Metro Transit by Dave Dryer to include in the report.

JENIFER ST. SERVICE

PROS

Shorter walk distance for Jenifer St. residents
Lower overall traffic volume on Jenifer St. means less potential for negative pedestrian-traffic interactions

CONS

Longer walk distance for riders with destinations north of Jenifer St.
Bus noise in resident neighborhood

WILLIAMSON ST. SERVICE

PROS

Closer to business district with potential of positive economic impact
More convenient boarding locations for growing population on the north side of E. Washington

CONS

Higher traffic volume for drivers and transit riders to contend with. Also increased exposure to potential ped/traffic accidents
Loss of on-street parking for area businesses
Buses merging into high traffic volumes during peak periods – potential on-time and safety issues
Less convenient for Jenifer St. residents

WILMAR NEIGHBORHOOD TRAFFIC COUNTS

Traffic count data was found online – numbers last updated in 2013

Average Weekday Traffic Volume between Ingersoll St. and Brearly St. for comparison:

- Jenifer St.: 2,200
- Williamson St.: 17,400
- E. Washington Ave. : 49,150
- Johnson St.: 22,850
- Mifflin St.: 2,050



<http://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=8c2d43c18d8542c7bdf8a93a11d7e545>

ECONOMIC IMPACT

Transit Service in the WilMar Neighborhood

ECONOMIC DEVELOPMENT

Official City of Madison Traffic Engineering Response

Data from various sources is unavailable.

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