

To: Transportation Commission

From: South Madison Unite!

Re: Planning for the Public Hearing Regarding the Metro Network Redesign, Item #13

Date: September 14, 2022

A group of Madison residents from the Madison Bus Redesign Coalition, including representatives of the Catholic Multicultural Center, the NAACP, Madison Area Bus Advocates, and South Madison Unite! met yesterday to review the feedback of the many who have spoken out about Metro's transit system redesign inequities.

We believe that the public hearing about the proposed network redesign that Transportation Commission is planning is extremely important. We support the TC in its aim of driving residents to a discussion that is inclusive in attendance and addresses the equity of the system redesign.

We wish to draw your attention to the fact that, despite outreach efforts to date, we suspect there remain pockets of low-income, bus-dependent residents, who will lack adequate bus service if the transit redesign is put into effect as planned.

An impressive number of residents from throughout Madison spoke out about some of the inevitable and/or overlooked inequities at the Transportation Policy & Planning Board's hearing about the transit redesign several months back. Metro, to its credit, responded by making some requested changes to the proposed system.

However, Metro could only respond to the problems presented. Our concern is that there are additional low-income neighborhoods, where outreach was not effective and/or that lacked a neighborhood association to organize a response. This means we do not know and the city has not responded to the impact of the redesign on these communities.

The equity of Madison's future transit system depends on including and listening to all voices. It is vitally important, as you recognize, to ensure the attendance of Madison's disadvantaged and underrepresented residents at the upcoming TC hearing. Their perspective needs to be the lens through which the upcoming equity analysis is performed.

To this end—and to answer the questions you pose in your agenda about how to best enhance the "inclusivity and accessibility" of this hearing—those of us who met last night strongly suggest that the Transportation Commission advocate for the following:

1) **Identify possible unserved pockets of Metro riders.**

Metro should connect and work with community organizations citywide (we are preparing a list) to facilitate the thorough "outreach and public engagement efforts" you desire for the upcoming public hearing. These are organizations throughout Madison who know Madison's marginalized communities best. They will be able to answer the questions you pose about meeting format, suggest good translators, and provide input on how to brand these meetings.

2) **Perform comparative analysis of the existing/redesigned systems' relative responsiveness to actual riders as part of the equity analysis**

Metro should release the trip-origin-and-destination data it collected from 7,000 actual riders during the last on-board Metro rider survey. This will allow for an in-depth analysis that reveals where residents of Madison's various communities (and especially its marginalized, low-income areas) travel using Metro. This analysis of individual rides taken will allow Metro planners (and the public) to compare total travel time/number of transfers per ride on the existing system with time and transfers on the proposed new system as currently designed. We will thus be able to assess more fully whether the system redesign will in fact serve bus-dependent residents better and faster.

3) **Maximize resident/rider review of the system redesign's equity analysis prior to its completion**

Metro should collaborate with community organizations citywide from the above-mentioned list to accomplish a thorough review, edit, and approval of the equity analysis by Madison's bus-dependent riders prior to its submission to the FTA. If need be, the completion of the equity analysis should be delayed to incorporate this critical input.