metro transit

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Title VI/ Equity Analysis Summary

Metro Transit Network Redesign

What is the Metro Redesign?

The City of Madison is making changes to Metro bus routes to improve service for the community.

What is an Equity Analysis?

An important part making changes to the bus system is looking at how the changes will effect different groups of people. This is called an Equity Analysis. Goals of an equity analysis include making sure that:

- Black, indigenous and people of color (BIPOC) residents benefit from the changes as much as White residents.
- Low income neighborhoods benefit as much as other neighborhoods.
- Any service cuts do not harm one group any more than others.

Metro also looked at how the changes would affect non-English speakers, older adults and people with disabilities.

How is equity measured?

Metro considered how often a bus stops near each neighborhood and how many places or jobs residents can get to from where they live. Where jobs are located is a good way to see where people can travel because the places that people work are also the places that many people go to shop, eat, and get other services.

The analysis has found that with the service redesign:

1. **People will be able to travel to more places using the bus.**
    - Residents will see a 27% increase in the number of times a bus comes to their neighborhood.
    - 47% of residents will be able to travel to many more places.*
    - 3% of residents will only be able to travel to fewer places.*

2. **BIPOC residents will benefit as much or more than White residents.**
    - Neighborhoods with more BIPOC residents will see a 30% increase in bus service. Neighborhoods with more White residents will see a 26% increase.
    - 56% of Asian residents, 52% of Hispanic residents, 45% of Black residents and 45% of White residents will have many more places they can travel to by bus.*

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- Fewer BIPOC residents will experience negative effects compared to White riders. 2% of Asian, Hispanic, and Black residents will have less places they can travel to by bus. 3% of White residents will have less places they can travel to.*

3. **Low-income residents will benefit as much or more than other residents.**

   - Residents with low income will have 20% more service. Other neighborhoods will have 32% more service. These number are high because the current transfer point system counts trips twice.

   - 67% of residents with low income will have many more places they can travel to by bus. 40% of other residents will have more places they can travel to.*

   - Fewer low-income residents will experience negative effects compared to other residents. Only 2% of low-income residents will have less places they can travel to compared to 3% of other residents.*

4. **Non-English speaking residents will have a similar benefit as English speaking residents.**

   47% of non-English speaking residents will have many more places they can travel to by bus. 3% of non-English speaking residents will have less places they can travel to.* These numbers are the same as the population as a whole.

5. **Older adults will benefit, but not as much as others.**

   36% of older adults will have many more places they can travel to by bus. 4% of older adults will have fewer places they can travel to.*

   - This is because older adults in Madison are more likely to live in single-family homes and areas where housing is more spread out. These homes are less likely to be near main streets where more bus trips are planned.

   - A system that is more spread out to neighborhoods and areas that are further away from main streets (coverage model) might have more benefits for older adults, but it would offer less benefits for people with lower incomes and BIPOC residents.

6. **People with disabilities may benefit less from the network redesign than others, but limited data makes this unclear.**

   Census data on where people with disabilities live is much less accurate than data on other residents. Data also does not show exactly where people with disabilities live, type of disabilities, or how someone's disability affects how they are able to reach a bus stop or use the bus.

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- Available data suggests that 41% of residents with disabilities will have many more places they can travel to by bus. 4% of residents with disabilities will have less places they can travel to.* These numbers are slightly less than the population as a whole, but not big enough to be considered a negative impact.

*** Summary Notes**

- The analysis compares the current 2022 Metro system to the proposed set of redesigned routes.
- **'Traveling to many more places'** means being able to get to 10,000 or more additional jobs within a 45-minute bus trip.
- **'Traveling to fewer places'** means only being to get to 1,000 or less jobs within a 45-minute bus trip.
- **'Increase in service to neighborhoods'** refers to the number of bus trips multiplied by number of people.