



November 9, 2022

TO: City of Madison Transportation Commission  
Subject: Item 74248: Adoption of the Metro Network Redesign and Equity Analysis

It has come to the attention of the Dane County NAACP that the Commission will receive a staff presentation and public testimony tonight. In addition, there will be no discussion, deliberation or vote by the Transportation Commission on this item at the public hearing tonight and this item will be adjourned to the next Transportation Commission meeting for discussion, deliberation, and vote.

The NAACP strongly objects to the city's lack of engagement and communication with neighborhood groups. We have called on city management and department staff to hold listening sessions with local groups. Instead, they have chosen to offer public hearings. This is a major disappointment.

The major concerns with the Equity Analysis are demonstrated in the November 7, 2022, Wisconsin State Journal.

1. Residents will see a 27% increase in the number of times a bus comes to their neighborhood. There should be reliability indices: show target and reality data regularly and confirm busses to the neighborhood. The city must show the 27% is city-wide. This may not be an equitable outcome based on historical data.
2. 47% of residents will be able to travel to many more places, which means being able to get to 10,000 or more additional jobs on a 45-minute trip. The city should better explain the connection of more places and jobs. It is not clear why getting to more places allows riders to be able to get to more jobs. Do they mean riders instead of residents? This is very convoluted and requires clarification.
3. Low-income residents will benefit as much or more than other residents. Low-income residents will have 20% more service and other neighborhoods 32% more. This is the most problematic statement in the article. It suggests that low-income residents city-wide will receive more service. The city should show quantitative data to support this claim and show the tools used to determine low-income neighborhoods.

The city must develop presentations with data points to support reliability, i.e., schedules and frequency of stops and accessibility factors relating to stops regardless of age, size, or ability.

Sincerely,

Greg Jones, President  
NAACP