

Public Hearing Scheduled

Give Feedback on Upcoming Service Redesign Items



Wednesday, November 9 6:00 pm | VIRTUAL - via ZOOM

On Wednesday, November 9, Metro Transit and the City of Madison Transportation Commission will hold a VIRTUAL public hearing at 6 PM to approve several items related to Metro's redesigned service in 2023 including:

- Title VI Report/Equity Analysis
- Bus Stop Placement
- Route Start/End Times

Complete details will be posted at mymetrobus.com/publichearing the last week in October. Materials will also be available for review at all area libraries and through the mail by calling (608) 266-4466.

This meeting is planned to be available in Spanish, Hmong, Chinese, and American Sign Language. It will also be live captioned in English. Recordings reflecting captioning in multiple languages will be available at a later date.

Submit feedback ahead of time:

- mymetrobus.com/feedback
- 608-266-4466
- mymetrobus@cityofmadison.com

All feedback submitted prior to the hearing will be considered by commission members in the same manner as verbal testimony.

Engagement Group Parties

Let us know if your organization or group plans to watch the hearing together in a specific location. We'll provide printed materials ahead of time and list the details on Metro's webpage.

Sign Up to Participate in Zoom Meeting:
mymetrobus.com/publichearing

Para información en Español, por favor visite mymetrobus.com/espanol.


City of Madison Zoom Language Interpretation Tip Sheet

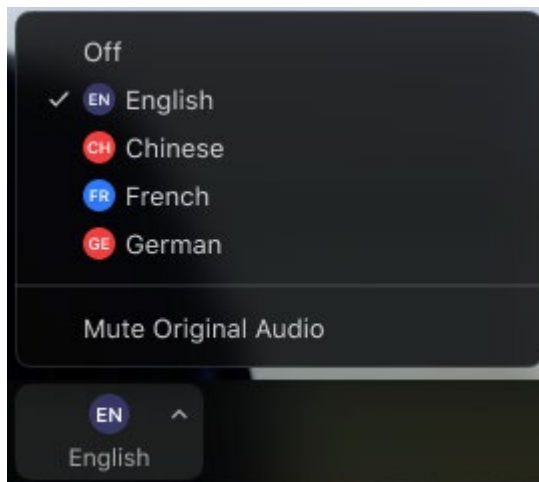
Step-by-step instructions for using simultaneous language interpretation in Zoom.

Listening to Language Interpretation

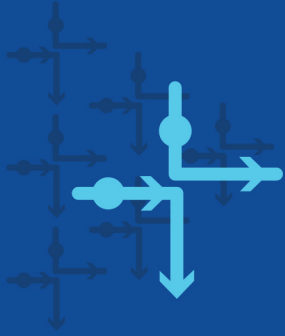
NOTE: You must join the meeting audio through your computer or mobile device audio. You cannot listen to language interpretation if you use phone audio.

Follow these steps to listen to Language Interpretation in Zoom.

1. In your meeting controls, click **Interpretation**. 
(On a **mobile device**, tap the ellipses icon (...) then **Language Interpretation**.)
2. Click the language that you would like to hear, even if it is the primary language of the event.



- **DO NOT** click “mute original audio” or you will not hear anyone other than the interpreter, including people speaking your language.
3. When it is your turn to speak, you may see a dialog box in English asking you to turn your mic on (unmute). Click the blue button labeled “**Unmute**”.
 4. When you are ready to speak and your mic is on, you do not need to wait for interpretation.
 5. The interpreter will listen and interpret your statement into the English language channel.



Audiencia Pública Programada

Dé su opinión en los próximos temas de rediseño del servicio



Miércoles 9 de Noviembre a las 6:00 pm | VIRTUAL - via ZOOM

El día Miércoles 9 de Noviembre, Metro Transit y la Comisión de Transporte de la Ciudad de Madison presentarán una audiencia pública VIRTUAL a las 6 PM para aprobar varios temas relacionados con el rediseño del servicio de Metro en el 2023 incluyendo:

- El reporte/análisis de equidad del Título VI
- Colocación de la Parada del Autobús
- Horas de inicio/finalización de las rutas

Los detalles completos serán publicados en mymetrobus.com/publichearing la última semana de Octubre. Los materiales también estarán disponibles para revisión en todas las bibliotecas del área y a través del correo postal llamando al (608) 266-4466.

Se ha planeado que esta reunión estará disponible en Español, Hmong, Chino y Lenguaje Americano de Señas. También estará disponible con subtítulos en vivo en Inglés. Las grabaciones que reflejan los subtítulos en múltiples idiomas estarán disponibles en una fecha próxima.

Envíe su opinión por adelantado:

- mymetrobus.com/feedback
- 608-266-4466
- mymetrobus@cityofmadison.com

Todas las opiniones presentadas antes de la audiencia serán consideradas por miembros de la comisión de la misma forma en que se considerarán los testimonios verbales.

Reuniones de grupos de compromiso

Déjenos saber si su organización o grupo planea ver la audiencia juntos en un lugar específico. Nosotros les proporcionaremos materiales impresos por adelantado y proporcionaremos los detalles en la página web de Metro.

Inscríbase para participar en la reunión por vía Zoom:
mymetrobus.com/publichearing

Para información en Español, por favor visite mymetrobus.com/espanol.


Hoja de consejos para la interpretación del Idioma por vía Zoom de la Ciudad de Madison

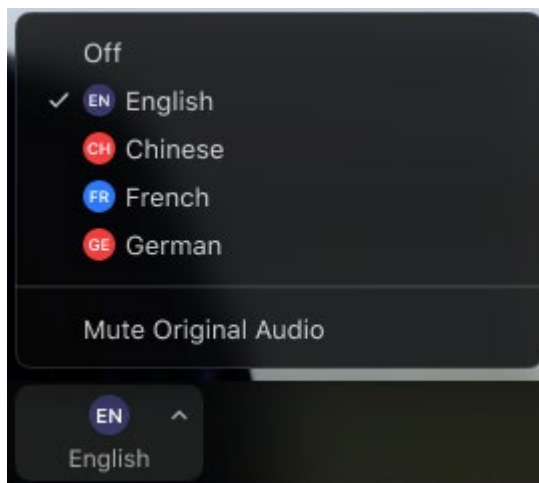
Instrucciones paso por paso para el uso de la Interpretación Simultanea del Idioma en Zoom.

Escuchar la Interpretación del Idioma

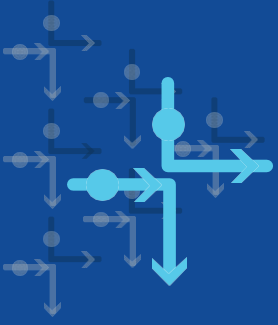
NOTA: Usted debe unirse al audio de la reunión a través del audio de su computador o su dispositivo móvil. Usted no podrá escuchar la Interpretación del Idioma si usa el audio del teléfono.

Siga estos pasos para escuchar la Interpretación del Idioma en Zoom.

1. En los controles de su reunión, haga clic en **Interpretation**.  (interpretación)
(En un **dispositivo móvil**, toque el icono de las elipses (...) luego **Language Interpretation**.(Interpretación del Idioma))
2. Haga clic en el idioma que le gustaría escuchar, aun cuando sea el mismo idioma primario en que se lleva a cabo el evento.



- **NO** haga clic en “**mute original audio**” (silenciar audio original) o usted no escuchará a nadie más sino al interprete, incluyendo las personas que hablen su mismo idioma.
3. Cuando sea su turno de hablar, usted podría ver una burbuja de dialogo en Ingles pidiéndole que encienda su micrófono (unmute). Haga clic en el botón azul marcado como “**Unmute**”. (reestablecer el audio).
 4. Cuando usted está listo para hablar y su micrófono está encendido, usted no necesita esperar por la interpretación.
 5. El intérprete escuchará e interpretará su frase hacia el canal del Idioma Inglés.



Teem Caij Rooj Sib Tham Nrog Pej Xeem



Muab Cov Lus Qhia Rov Qab Rau Cov Kev Pab cuam
Tom Ntej Kev Txhim Kho Tshiab Uas Los Yuav Txog No

Hnub Wednesday, Hnub Tim 9 Lub Kaum Ib Hlis thaum 6 teev tsau ntuj | Sib Tham Hauv Zoom

Hnub Wednesday, hnub tim 9, Metro Transit thiab pab pawg thawj coj saib xyuas kev mus los hauv lub nroog Madison yuav los tsa lub rooj sib tham hauv online nrog pej xeem thaum 6 teev tsaus ntuj txhawm rau pom zoo ntau yam uas cuam tshuam txog qhov kev pab cuam rov tsim dua tshiab ntawm Metro nyob rau xyoo 2023 suav nrog:

- Lus Tshaj Tawm Raws Title VI/Kev Ntsuam Xyuas Peev
- Chaw Nres Tsheb Npav
- Lub Sij Hawm Pib/ Xaus Kev Khiav Tsheb

Cov ntsiab lus txhij txhua yuav muab tso rau ntawm tus vev xaib mymetrobus.com/publichearing rau lub lim tiam kawg ntawm Lub Kaum Hli. Cov ntaub ntawv tseem yuav muaj rau kev tshuaj xyuas ntawm txhua lub tsev qiv ntawv hauv cheeb tsam thiab hauv kev xa ntawv los ntawm kev hu rau (608) 266-4466.

Kev sau npe nkag siv Zoom thiab cov chaw txuas nkag mus yuav muajnyob rau ib lub lim tim ua ntej txog lub rooj sib tham. Lub rooj sib tham no yog npaj kom muaj ua lus Mev, Hmoob, Suav, thiab Asmeliska Cov Lus Piav Tes. Nws kuj tseem yuav tau hais ua lus Askiv nrog thiab. Cov ntaub ntawv pov thawj siv piav qhia hauv ntau hom lus yuav muaj nyob rau tsis ntev hnub tom qab.

**Xa lus taw qhia ua ntej txog sij
hawm:**

- mymetrobus.com/feedback
- 608-266-4466
- mymetrobus@cityofmadison.com

Tag nrho cov lus qhia uas xa ua ntej lub rooj sib tham yuav raug txiav txim los ntawm cov tswv cuab hauv pawg thawj coj tib yam li cov lus pov thawj thiab.

Pab Pawg Kev Koom Tes

Qhia rau peb paub yog tias koj lub koom haum los sis pab pawg npaj yuav los saib lub rooj sib tham ua ke hauv ib qho chaws tshwj xeeb. Peb yuav muab cov ntaub ntawv luam tawm ua ntej thiab sau cov ntsiab lus tseem ceeb tag nrho rau ntawm Metro tus vev xaib.

Teev Npe txhawm rau Koom Nrog Lub Rooj Sib Tham Hauv Zoom:
mymetrobus.com/publichearing

Para información en Español, por favor visite mymetrobus.com/espanol.


Ntaub Ntawv Qhia Txog Kev Txhais Lus Hauv Zoom Ntawm Nroog Madison

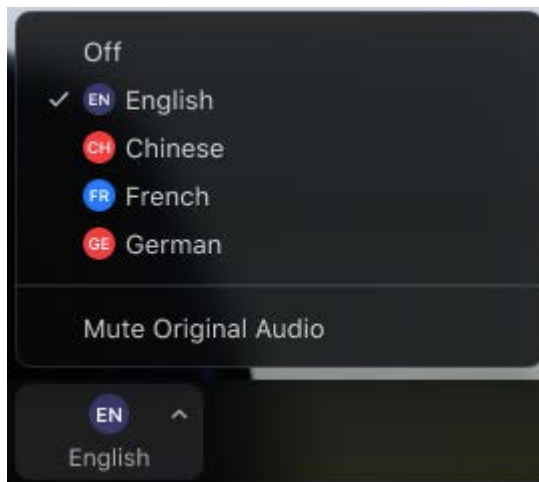
Qhia ib qib dhau ib qib los sis cov kev txhais lus nyob hauv Zoom.

Mloog Cov Lus Txhais

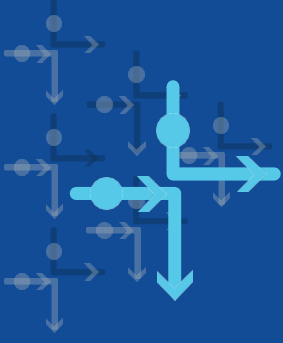
SAU CIM TSEG: Koj yuav koom nrog rooj sib tham ua suab hauv koj lub computer los sis lub xov tooj. Koj tsis tuaj yeem mloog tau cov lus txhais yog koj siv xov tooj.

Ua raws cov kauj ruam los mloog Cov Lus Txhais hauv Zoom.

1. Nyob rau hauv koj lub rooj sib tham, **nias Interpretation (Txhais)**. 
(Hauv **xov tooj**, nias lub ellipses icon (...)) then **Language Interpretation, Lus Txhais.**)
2. Nias rau hom lus uas koj yuav mloog, txhawm yuav yog cov lus hauv paus los xij.



- **TSIS TXHOB** nias “**mute original audio (kaw hauv paus suab)**” los sis koj yuav tsis hnov lwm tus hais li cov lus txhais, suav nrog tus hais koj cov lus.
3. Thaum koj qhib lub mus hais lus, koj yuav pom lub thawv ua lus Askiv hais koj qhib lub mais (txhob kaw). Nias rau ntawm lub ntsuab ntsuab “**Unmute (Txhob Kaw)**”.
 4. Thaum koj npaj yuav los hais thiab koj lub mais qhib lawm, koj txhob tos txhais lus.
 5. Tus txhais lus yuav mloog thiab txhais koj cov ntawv mus ua tshooj lus Askiv.



已預定公開聽證會

對即將進行的重新設計服務項目提供反饋 

11 月 9 日星期三下午 6:00 | 虛擬 - 通過 Zoom

11月9日星期三，麥迪遜市交通委員會將於下午6點舉行**虛擬**公開聽證會，以批准與2023年 Metro（公共交通）重新設計服務相關的幾個項目，包括：

- 民權法案第六章報告/公平性分析
- 公共汽車站位置
- 路線的開始/結束時間

完整的細節將於10月份的最後一周發佈在 mymetrobus.com/publichearing 上。所有地區圖書館也將提供資料供審閱，並可撥打電話（608）266-4466要求通過郵件發送。

本次會議計劃提供西班牙語、苗語、漢語和美國手語。其還將有英語現場字幕。稍後將提供反映多種語言字幕的錄製。

提前提交反饋：

- mymetrobus.com/feedback
- 608-266-4466
- mymetrobus@cityofmadison.com

在聽證會之前提交的所有反饋將由委員會成員以與口頭證詞相同的方式審議。

外聯小組聚會

如果您的組織或團體計劃在特定地點一起觀看聽證會，請告知我們。我們會提前提供印刷材

Sign Up to Participate in Zoom Meeting:

mymetrobus.com/publichearing

Para información en Español, por favor visite
mymetrobus.com/espanol.

麥迪遜市 Zoom 語言傳譯提示單

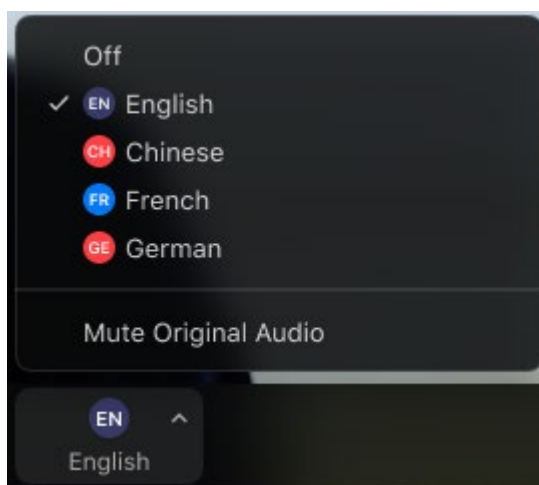
在Zoom中使用傳譯的說明

聽語言傳譯

注意: 您必須通過Zoom的傳譯功能加入會議。如果您使用語音或視頻加入會議，則無法使用傳譯。

按以下步驟聽 Zoom 中的語言傳譯

1. 在您的會議設置中點擊 **Interpretation(傳譯)**  (在移動端上點擊省略號圖標(...)) 然後點擊 **Language Interpretation(語言傳譯)**。
2. 單擊您想聽的語言。即使是動靜音。



- **請勿** 單擊 **mute original audio (靜音原音)**，否則您將聽不到譯員的任何內容，包括您自己的。
- 3. 輪流發言時，您可能會看到一個英文提示框，要求您關閉風扇（取消音）。 **Unmute (取消音)** 的藍色按鈕 點擊標有“
- 4. 當您輪流發言並麥克風打開時，您將聽到譯員傳譯。
- 5. 口譯員將繼續翻譯，直到將其翻譯完為止。



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.*

- 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.



- 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.



Título VI/ Resumen del Análisis de Equidad

Rediseño de la Red de Metro Transit

¿Qué es el Rediseño de Metro?

La ciudad de Madison está realizando cambios a las rutas de autobús de Metro para mejorar el servicio para la comunidad.

¿Qué es Análisis de Equidad?

Una parte importante acerca de realizar cambios al sistema de autobuses es el de observar cómo esos cambios afectarían a diferentes grupos de personas. Esto se conoce como un Análisis de Equidad. Los objetivos de un análisis de equidad incluyen asegurarse de que:

- Las personas Negras, Indígenas o de Color (BIPOC por sus siglas en inglés) residentes se benefician de los cambios de igual forma en que se benefician los residentes Blancos.
- Los vecindarios de bajos ingresos se benefician de igual forma en que se benefician otros vecindarios.
- Cualquier corte en el servicio no perjudica a un grupo en particular más que a los otros.

Metro también observó cómo los cambios afectarían a las personas que no habla en inglés, a los adultos y a las personas con discapacidades.

¿Cómo se mide la equidad?

Metro considera la frecuencia con que un autobús se detiene cerca de cada vecindario y a cuantos sitios o empleos pueden llegar los residentes desde el lugar dónde viven. Los sitios en que están localizados los empleos es una buena forma de ver hacia dónde puede dirigirse la gente debido a que los lugares donde la gente trabaja también son los lugares donde muchas personas van a hacer compras, comer y recibir otros servicios.

El análisis ha encontrado que con el rediseño del servicio:

1. Las personas podrán llegar hasta más lugares usando el autobús.

- Los residentes verán un aumento del 27% en el número de veces que un autobús pasa por su vecindario.
- 47% de los residentes podrán dirigirse a muchos lugares más.*
- 3% de los residentes sólo podrán dirigirse a menos lugares.*

2. Los residentes BIPOC se beneficiarán de igual forma o más que los residentes Blancos.



- Los vecindarios con más residentes BIPOC verán un aumento del 30% en el servicio de autobús. los vecindarios con más residentes Blancos verán un aumento del 26%.
- 56% de los residentes Asiáticos, 52% de los residentes Hispanos, 45% de los residentes Negros y 45% de los residentes Blancos tendrán muchos más lugares a los que podrán llegar en autobús.*
- Menos residentes BIPOC sufrirán efectos negativos comparados con los pasajeros Blancos. 2% de los residentes Asiáticos, Hispanos, y Negros tendrán menos lugares a los que puedan llegar en autobús. 3% de los residentes Blancos tendrán menos lugares a los que puedan llegar.*

3. Los residentes de bajos ingresos se beneficiarán tanto o más que otros residentes.

- Los residentes con bajos ingresos tendrán un 20% más de servicios. Otros vecindarios tendrán un 32% más de servicios. Estos números son altos debido a que el sistema de puntos de transferencia actual cuenta los viajes dos veces.
- 67% de los residentes con bajos ingresos tendrán muchos más lugares a los que puedan llegar en autobús. 40% de otros residentes tendrán más lugares a los que puedan llegar.*
- Menos personas de bajos ingresos sufrirán efectos negativos comparados con otros residentes. Sólo el 2% de residentes de bajos ingresos tendrá menos lugares a los que puedan llegar comparado con el 3% de otros residentes.*

4. Los residentes que no hablan inglés tendrán un beneficio similar al que tienen los residentes que hablan inglés.

47% de los residentes que no hablan inglés tendrán más lugares a los que puedan llegar en autobús. 3% de los residentes que no hablan inglés tendrán menos lugares a los que puedan llegar.* Estos números son los mismos para toda la población.

5. Los adultos mayores se beneficiarán, pero no tanto como otros.

36% de adultos mayores tendrán muchos más lugares a los que puedan llegar en autobús. 4% de los adultos mayores tendrán menos lugares a los que puedan llegar.*

- Esto se debe a que es más probable que los adultos mayores en Madison vivan en viviendas unifamiliares en áreas donde las viviendas están más dispersas unas de las otras. Es menos probable que estas viviendas estén cerca de calles principales donde se planea que pasen los autobuses.
- Un sistema que sea más dispersado hacia los vecindarios y áreas alejadas de las calles principales (modelo de cobertura) podría tener más beneficios para los adultos mayores, pero ofrecería menos beneficios para las personas con

ingresos más bajos y los residentes BIPOC.

6. Las personas con discapacidades podrían beneficiarse menos del rediseño de la red que otros, pero la información limitada hace que esto no sea muy claro.

La información del Censo en donde viven las personas con discapacidades es mucho menos precisa que la información de otros residentes. La información tampoco muestra exactamente dónde viven las personas con discapacidades, el tipo de discapacidad o cómo la discapacidad de alguien afecta la forma en que pueden llegar a la parada del autobús o usar el autobús.

- La información disponible sugiere que el 41% de los residentes con discapacidad tendrán muchos más lugares a los que podrán llegar en autobús. 4% de los residentes con discapacidades tendrán menos lugares a los que podrán llegar.* Estos números son un poco más bajos que la población en total, pero no lo suficientemente altos como para ser considerados como un impacto negativo.

*** Notas resumidas**

- El análisis compara el sistema actual 2022 de Metro al grupo propuesto de rutas rediseñadas.
- **‘Llegar hasta muchos lugares más’** significa estar en capacidad de llegar hasta 10,000 empleos adicionales o más dentro de un recorrido en autobús de 45 minutos.
- **‘Llegar hasta menos lugares’** significa sólo poder llegar hasta 1,000 empleos o menos dentro de un recorrido en autobús de 45 minutos.
- **‘Aumento en el servicio a los vecindarios’** se refiere al número de viajes en autobús multiplicado por el número de personas.

第六章/ 公平分析摘要

公共（Metro）交通網絡重新設計

什麼是公共交通重新設計？

麥迪遜市正在更改公共汽車的路線，以改善對社區的服務。

什麼是公平分析？

改變公交系統的一個重要部分是研究這些改變將如何影響不同人群。這被稱為公平分析。公平分析的目標包括確保：

- 黑人、原住民和有色人種（BIPOC）居民與白人居民會一樣受益於這些變化。
- 低收入區域與其他區域一樣受益。
- 任何服務的削減造成的損害不會對任何群體超過其他群體。

Metro 還研究了這些變化將如何影響非英語人士、老年人和殘疾人。

公平是如何衡量的？

Metro考慮了每一個街區附近的公共汽車停靠頻率，以及居民從其居住的地方可以到達多少地方或工作地點。工作地點是一個很好的方式來了解人們可以移動到哪裡去，因為人們工作的地方也是很多人購物、吃飯和獲得其他服務的地方。

隨著服務的重新設計，分析發現：

1. 人們將能☑使用公共汽車前往更多的地方。

- 居民們將看到公交車來到其街區的次數提高27%。
- 47%的居民將能☑前往更多的地方。*
- 只有3%的居民會能前往更少的地方。*

2. BIPOC居民將獲得與白人居民相同或更多的利益。

- 擁有更多BIPOC居民街區的公交服務將增加30%。白人居民較多的街區將增加26%。
- 56%的亞裔居民、52%的西班牙裔居民、45%的黑人居民和45%的白人居民將會有更多可以乘坐公共汽車前往的地方。*
- 與白人乘客相比，BIPOC居民將受到更少的負面影響。2%的亞裔、西班牙裔和黑人居民將會有更少能依靠公交車到達的地方。3%的白人居民將會有更少可以到達的地方。*

3. 低收入居民將獲得與其他居民相同或更多的收益。

- 低收入居民將多獲得20%的服務。其他街區將多獲得32%的服務。這些數字很高，因為當前的轉車站點系統重複計算了行程。
- 67%的低收入居民將會有更多可以乘坐公交車抵達的地方。40%的其他居民將會有更多可以前往的地方。*
- 與其他居民相比，更少的低收入居民會受到負面影響。與其他居民的3%相比，只有2%的低收入居民會有更少可以到達的地方。*

4. 非英語居民將享有與英語居民類似的利益。

47% 的非英語居民將有更多可以使用公共汽車到達的地方。3%的非英語居民可以到達的地方會更少。* 這些數目與總體人口相同。

5. 老年人將會受益，但不如其他人。

36%的老年人將會有更多可以乘坐公共汽車到達的地方。4%的老年人可以到達的地方會更少*

- 這是因為麥迪遜的老年人更有可能住在單戶住宅和住房更分散的地區。這些房子不太可能靠近計劃有更多公共汽車路線的主要街道。
- 一個更分散到遠離主要街道區域和街區的系統（覆蓋模型）可能對老年人有更多的利益，但對收入較低的人和 BIPOC 居民的利益會更少。



6. 與其他人相比，殘疾人士從網絡重新設計中受益可能會較少，但有限的數據使這一點不清楚。

有關殘疾人居住地點的人口普查數據遠不如其他居民的數據準確。數據也沒有顯示殘疾人的確切居住地點、殘疾類型，或某人的殘疾如何影響他們到達公交車站或使用公交車。

- 現有數據表明，41%的殘疾居民將會有更多的地方可以乘坐公交車到達。4%的殘疾居民會有更少的地方可以到達。* 這些數字略低於總人口，但不足以被視為負面影響。

*** 筆記**

- 該分析將當前的2022年公共交通系統與擬議的重新設計路線進行了比較。
- “到達更多地方”意味著在45分鐘的車程內能達到額外10000個或更多的工作地點。
- “更少可以達到的地方”意味著在45分鐘的車程內只能達到1,000個或更少的工作地點。
- “增加街區的服務”是指公交出行次數乘以人數。

Transit Network Redesign

Title VI Service Equity Analysis

JARRETT WALKER + ASSOCIATES

Let's think about transit



October 2022

Table of Contents

1. Purpose and Context	1
2. Policy: Metro Transit’s Title VI Program.....	2
3. Process: Equity in Planning the Network Redesign	4
4. Existing and Proposed Service Maps	10
5. Quantitative Analysis.....	12
6. Qualitative Analysis	26
7. Summary of Key Findings	28

1. Purpose and Context

This memo describes the Service Equity Analysis performed in response to the Madison Metro Transit Network Redesign project. This analysis is prepared the following legal context:

- Title VI of the Civil Rights Act of 1964 prohibits recipients of Federal financial assistance (such as the City of Madison, including Metro Transit) from discriminating on the basis of “race, color, and national origin”.
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations incorporates requirements from Title VI and other federal laws to “prevent minority [...] and low-income communities from being subject to disproportionately high and adverse environmental effects”.
- The Federal Transit Administration (FTA) has established regulations to comply with Title VI and Environmental Justice requirements in circular FTA C 4702.1B – Title VI Requirements and Guidelines for Federal Transit Administration Recipients.
- In the case of a major service change like the Metro Transit Network Redesign, the FTA requires Metro Transit to undertake a Title VI Service Equity Analysis. This analysis is to establish that the proposed change does not pose a disproportionate impact to minority populations, or a disproportionate burden to low-income populations. Specifically, the Service Equity Analysis seeks to ensure that minority and low-income populations aren’t unfairly impacted by any service reductions, and that these groups do receive their fair share of service improvements.

Furthermore, in response to public concerns and debate prior to the adoption of the Metro Transit Network Redesign, this Service Equity Analysis has been expanded beyond the regulatory requirements of Title VI and includes discussions about the effects of service changes to specific disaggregated minority groups, people with Limited English Proficiency, seniors, and people with disabilities.

In this analysis, the words “minorities” and “people of color” are used interchangeably.

The existing Metro Transit network is in need of a redesign. The following reasons demonstrate this need:

- In 2020, Metro reduced service in response to the COVID-19 pandemic. Since then, ridership levels have returned, and Metro is preparing to raise service levels to meet demand. Many of the routes that were cut in 2020 no longer serve the community in the context of the existing post-pandemic transit network.
- Metro is planning to open its first bus rapid transit line in 2024 in the east-west corridor. This project will also have bus rapid transit branches serving the south and north sides as well as Middleton to the northwest. These routes are not existing routes and would be duplicative of the existing network. Because of the cascading effect of transit network changes needed to avoid duplication with bus rapid transit, nearly every route in the system needed investigation.
- Many transit riders and other members of the community have consistently complained about long travel times and infrequent service. These problems were especially impactful to people traveling outside peak periods and traveling to places other than downtown Madison.

2. Policy: Metro Transit’s Title VI Program

Metro Transit has developed a Title VI program that details how it applies Title VI regulations. The current version of this document is the Metro Transit Title VI Program, July 2017. The program includes procedures and for Metro Transit to follow regarding topics like discrimination complaints, public participation (including public participating in developing the major service change policy), communications, language assistance, minority participation in governing boards, service policies and standards, and fare and service equity.

For the purposes of this Service Equity Analysis, the following definitions in Metro Transit’s Title VI Program are key: Major Service Change, Adverse Effects, Disproportionate Impact, and Disproportionate Burden.

Major Service Change

The Metro Transit Network Redesign satisfies three of Metro Transit’s four criteria for a major service change requiring a Service Equity Analysis, including an analysis of adverse effects. Metro Transit’s Title VI policy establishes that “any service change that qualifies for a public hearing is ‘major’ and in need of analysis under Title VI.” This includes:

- The establishment of new bus routes
- An alternation on a route of more than 25% of its route miles
- The elimination of any bus service
- A 25% or greater change in the number of daily service hours provided

Adverse Effects

The Metro Transit Network Redesign imposes some adverse effects. Adverse effects are defined as a geographical or temporal reduction in service which includes, but is not limited to elimination of a route, rerouting of an existing route, and a decrease in frequency.

Any change to a transit network that rearranges, but does not functionally add service, will have adverse effects for some individuals and benefits to other individuals. The overarching goal in any change is to minimize these adverse effects and maximize the benefits, while targeting the benefits towards the people who most rely on the service. While individuals may see adverse impacts, certain populations – low-income people and people of color (minorities) – as a whole must not experience adverse effects at a greater rate than the population in the service area as a whole.

Disproportionate Impact on Minority Populations

This Service Equity Analysis must determine whether any adverse effects disproportionately impact minority populations. Metro Transit’s Title VI program does not establish a specific measure to quantify adverse effects.

To determine whether adverse effects disproportionately impact minorities, the Metro Transit Title VI program establishes the following criteria: “Should the burden of any major service change require a minority population / ridership (33% threshold) to bear adverse effects greater or less than 2% than those borne by the non-minority population / ridership, that impact will be considered a disparate impact.”

It is not clear from the program document what is intended by “33% threshold”. However, the following groups are identified as minority populations explicitly: Black/African American, American Indian/Alaska Native, Asian, Hawaiian Native/Pacific Islander, Other, Two or More Races, and Hispanic, Latino or Spanish Origin. These groups are based on racial and ethnic groups counted by the U.S. Census.

Disproportionate Burden on Low-Income Populations

Metro Transit’s Title VI program does not establish guidance on what constitutes a disproportionate burden for low-income populations. This Service Equity Analysis takes the position that the criteria for disproportionate burden on low-income populations should be similar to the criteria for disproportionate impact on minority populations.

Metro Transit’s Title VI program defines low-income populations as “households who are at or below 150% of the Department of Health and Human Services Poverty Guidelines.” As of 2022, the poverty thresholds by household size are as follows:

Household Size	2022 Income 150% of Federal Poverty Level
1	\$20,385
2	\$27,465
3	\$34,545
4	\$41,625
5	\$48,705
6	\$55,785
7	\$62,865
8	\$69,945
9 and above	Add \$7,080 for each additional person

Table defining low-income households

Metro Transit’s Title VI program does not directly state a threshold that defines the level of adverse effects that would pose a disproportionate burden on low-income populations, but the program is interpreted to use the same 2% threshold that is defined for minority populations.

3. Process: Equity in Planning the Network Redesign

The FTA circular 4702.1B does not require Service Equity Analyses to include a discussion of the planning process. However, this section is included as a demonstration of good faith, and consistent with the general principles of including equity at every step of planning.

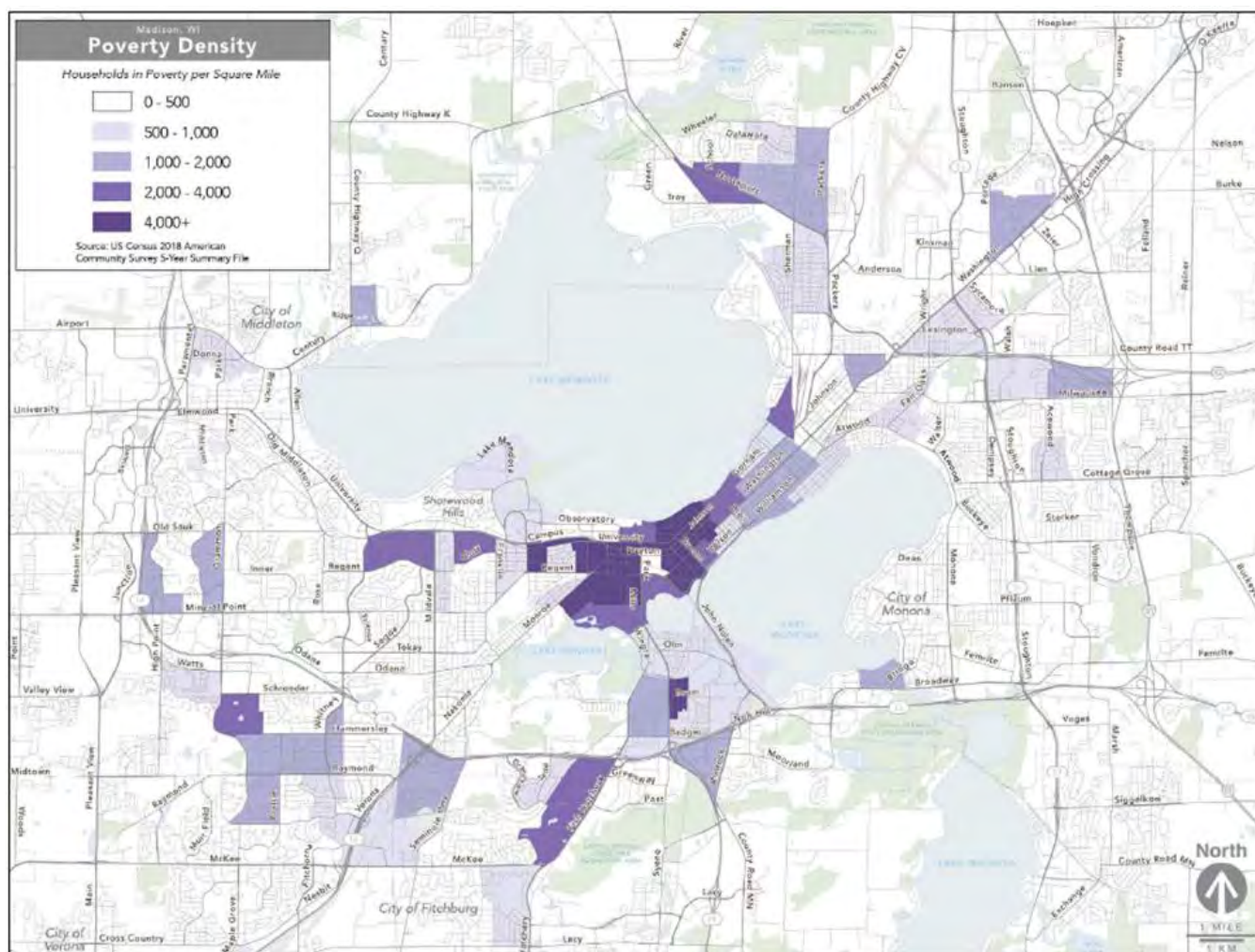
The Metro Transit Network Redesign has proceeded in four planning phases. Each of these phases included a process for gathering meaningful public input, resulting in changes to proposed service concepts. Input was sought through online and paper surveys, city-wide meetings, limited area meetings, and stakeholder meetings. During Phases 1-3, survey data was categorized according to respondent demographics, allowing the project team to clearly distinguish any meaningful differences in opinions that may have been based on race, income, age, and disability. During Phase 4 an emphasis was placed on limited area meetings to reach people directly and shape the specific amendments to the draft plan.

Each project phase also explicitly considered the impacts any conceptual network on minority and low-income populations, as well as other groups, through data analysis.

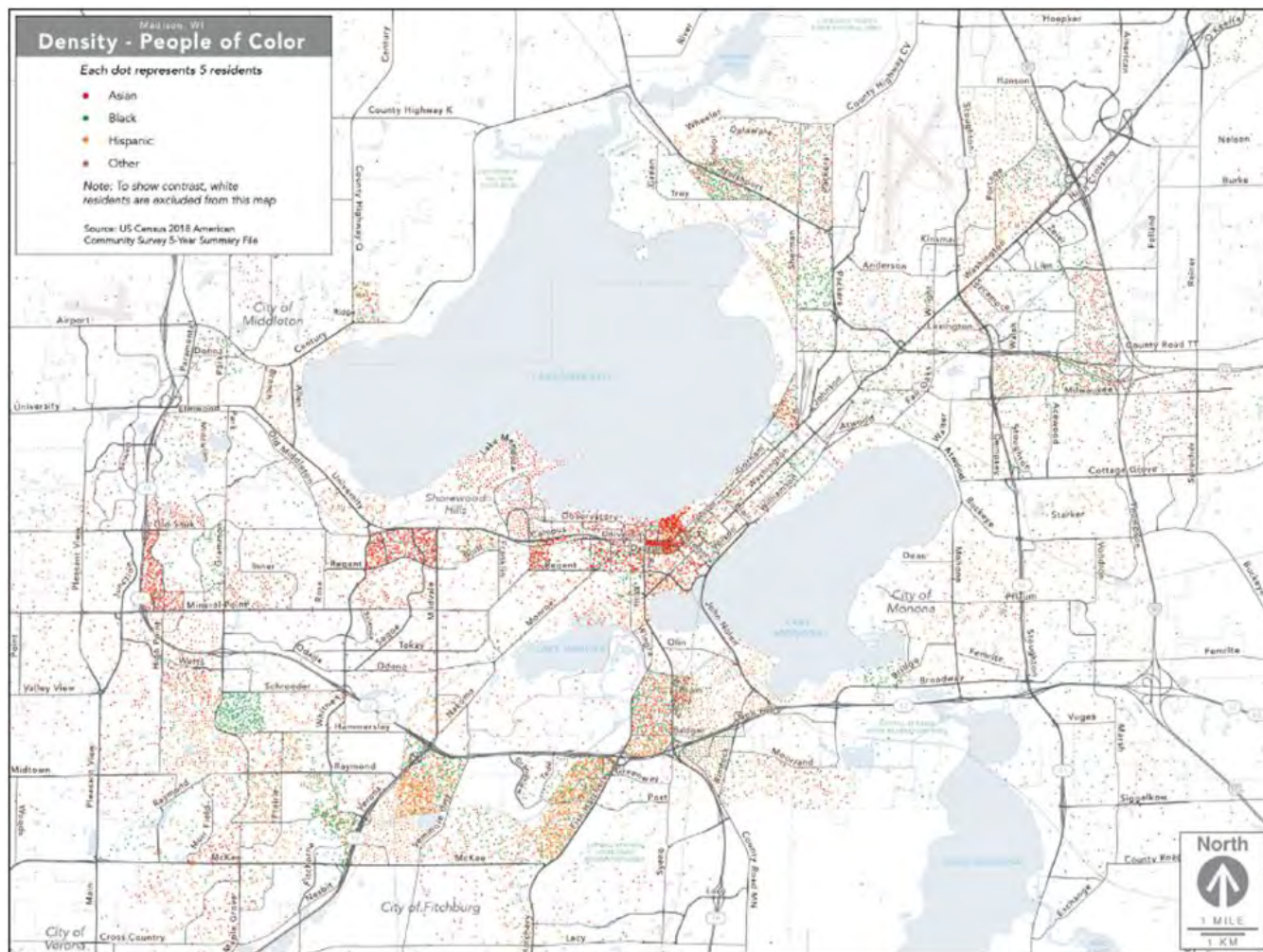
Phase 1: Existing Conditions and Choices (Spring 2021)

This phase presented the current market and need for transit service in Madison, examined the transportation services currently provided by Metro Transit, described the challenges of existing service for riders and the general public, and outlined the key choices to be made in deciding whether and how to make changes.

The Existing Conditions and Choices Report mapped out the density and approximate locations of key populations for transit need in Madison and environs, including households with zero vehicles, low-income people, racial and ethnic minorities, seniors, and youth. The report also discussed the distinction between the needs of students experiencing temporary poverty in central Madison, compared to the often generational poverty experienced by low-income populations in peripheral neighborhoods. Key examples of such maps are provided below.



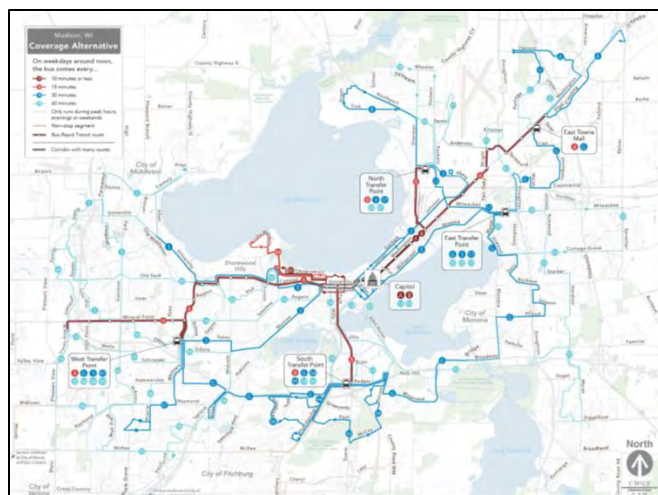
Map of density of people in poverty provided in the Existing Conditions and Choices Report



Map showing approximate distribution of racial and ethnic minorities, from the Existing Conditions and Choices Report

Phase 2: Alternatives (Fall 2021)

This phase developed two distinct alternatives for the future of bus service in Madison, based on a return to pre-pandemic service levels and the introduction of a separately planned East-West BRT corridor service. The Coverage alternative maintained mostly infrequent service outside of the planned BRT corridors. It utilized the existing transfer points and some efficiency gains to expand all-day service into some new areas. The Ridership alternative presented a complete redesign of service that would focus more on frequency and directness of bus routes, eliminating key elements of existing service like the transfer points, and slightly reducing the population within a 1/4-mile walk of a bus stop.


Coverage Alternative

Ridership Alternative
Figures demonstrating Coverage and Ridership alternatives

The Alternatives Report and Draft Network Plan expressed the effect of each proposed service concept on different populations, including:

- People's access to destinations – the change in numbers of jobs reachable within 45 minutes by transit – for the general population as well as people of color and people with low incomes.
- The number of people of color, low-income people, seniors, and youths would be located near service at different frequency levels. Examples of this analysis are shown in the tables below.

Proximity to Transit Service compared by Alternative			
The table below compares the number of people and jobs near all-day transit between the Existing Network and the two Alternatives.			
The Ridership Alternative would reduce the number of people near transit. The Coverage Alternative would maintain and slightly increase the number of people near transit service.			
	Existing Network	Ridership Alternative	Coverage Alternative
All Residents	79%	67%	81%
People of Color	79%	66%	81%
People with Low Incomes	91%	82%	91%
Senior Residents	73%	57%	73%
Youth	72%	57%	74%
Jobs	88%	76%	86%

Proximity to Frequent Transit Service compared by Alternative			
The Ridership Alternative would nearly quadruple the number of people near frequent transit (service every 15 minutes or better). The Coverage Alternative, would increase the number of people near frequent transit as well, but by a more modest amount.			
	Existing Network	Ridership Alternative	Coverage Alternative
All Residents	11%	43%	27%
People of Color	15%	41%	29%
People with Low Incomes	32%	66%	49%
Senior Residents	3%	29%	16%
Youth	4%	28%	15%
Jobs	17%	55%	47%

Tables comparing proximity impacts Ridership and Coverage Alternatives, by population group, from the Alternatives Report

During the Alternatives phase, these choices were presented to Madison’s Transportation Policy and Planning Board for direction on how to proceed with planning the new network. The board passed a resolution instructing the planning team to proceed with a “mostly Ridership” approach to the new system.

Phase 3: Draft Network Plan (Winter/early Spring 2022)

This phase was developed following public input and policy direction favoring the Ridership alternative. The Draft Plan was an adaptation of the Ridership alternative that added necessary coverage not provided in the Ridership alternative, and also refined the route geometry based on ongoing planning and analysis.

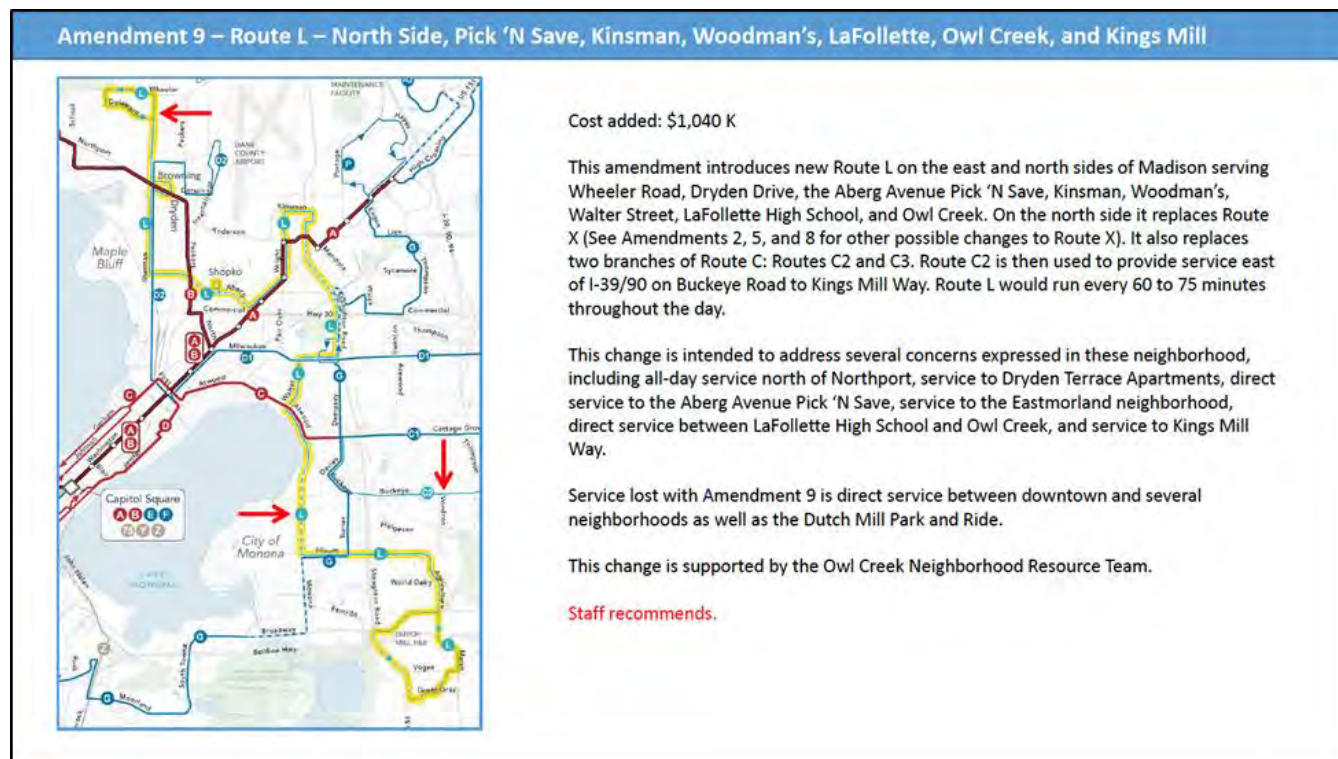
The draft plan contained much of the same analysis as the Alternatives phase. The planning team used maps and data to maintain, strengthen, and improve service in low-income neighborhoods such as along the Beltline corridor.

In Phases 2 and 3, access and proximity analyses were based on populations within the City of Madison. For this Service Equity Analysis comparing existing service to the Transit Network Redesign plan, analyses were based on the entire Metro Transit service area.

Phase 4: Final Plan (late Spring 2022)

The plan adoption process integrated large amounts of feedback received on the draft plan. The adoption process by the City of Madison Common Council involved including 17 of many possible amendments to the plan based on community feedback. The final adopted plan also increased the total planned service investment by the City of Madison by about \$1 million per year over 2019 levels.

Many of the proposed amendments adopted as part of the final plan were explicitly introduced to respond to equity concerns. Examples of this include Amendment 4, which added Route O, and Amendment 9, which added Route L. Route L was designed to connect low-income and minority areas on the north side and in Owl Creek directly to a variety of key destinations, including two discount grocery stores (Pick ‘N Save on Aberg Avenue and Woodman’s on Milwaukee Street), Madison College, and La Follette High School.

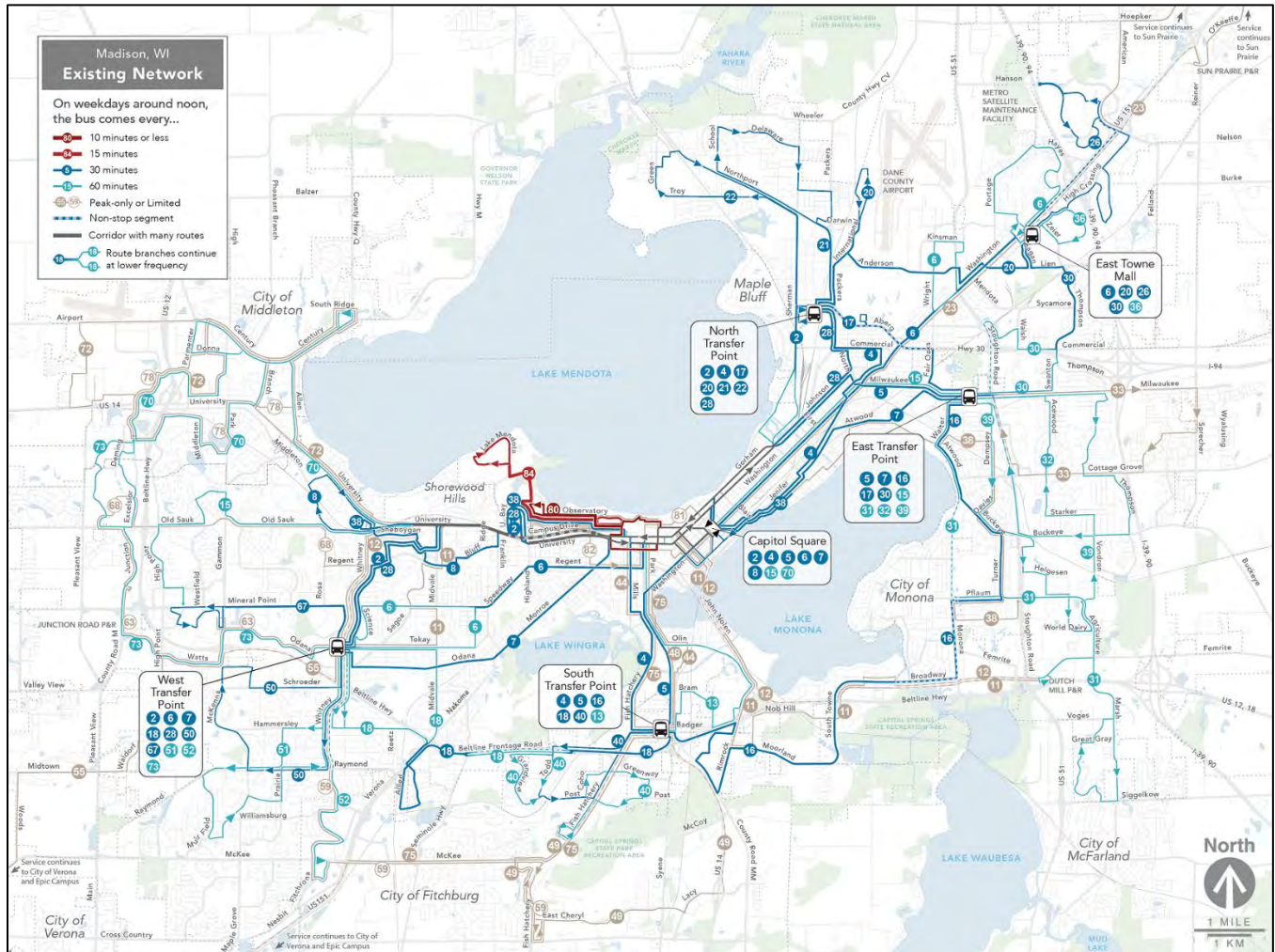


Map and description of one of the proposed amendments from Draft Plan to Final Plan, showing the introduction of proposed Route L

Following adoption of the plan, the project schedule calls for plan refinements in 2022 and 2023, with implementation in summer 2023.

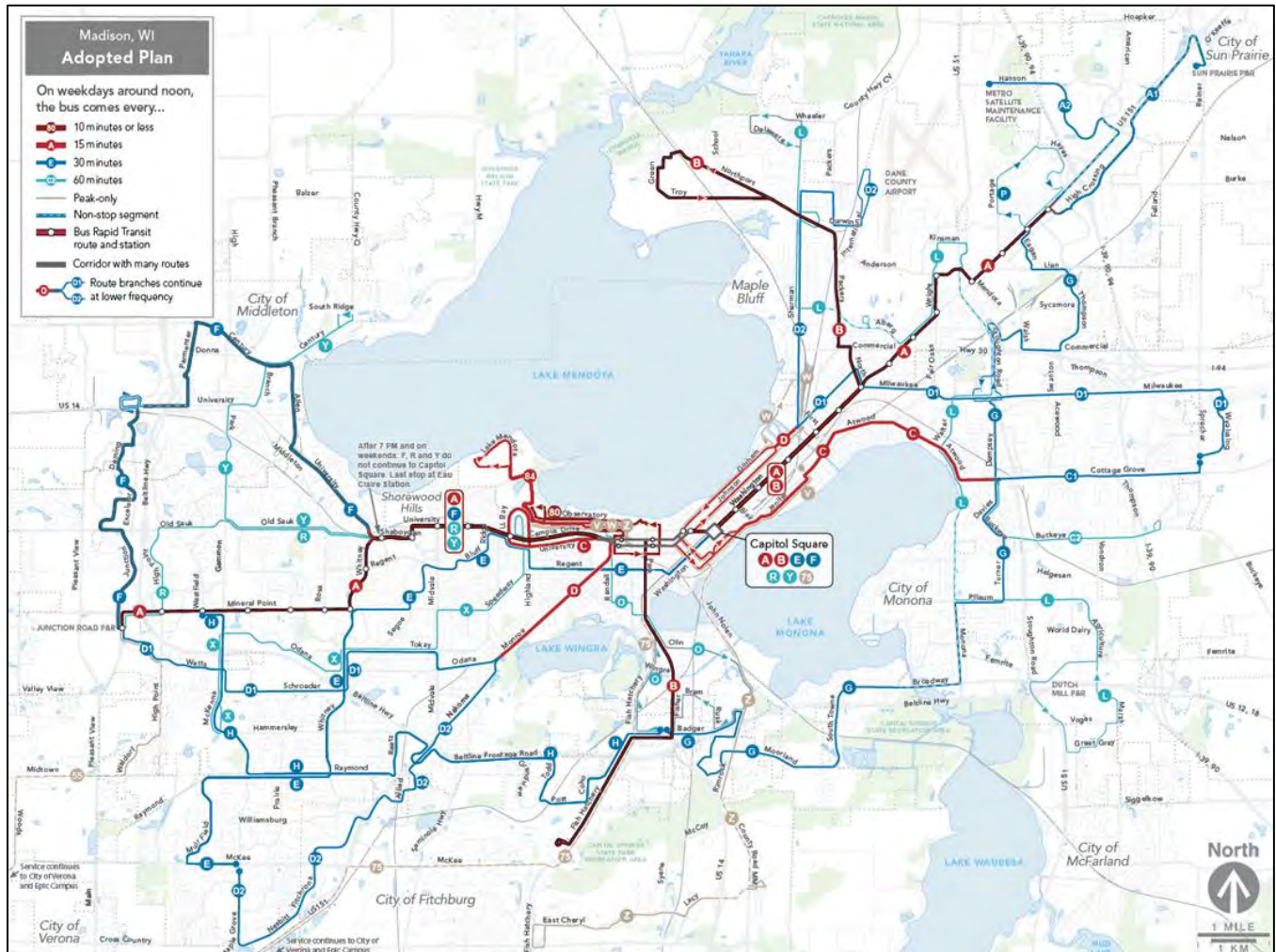
4. Existing and Proposed Service Maps

The figure below shows the existing transit system as it existed in 2022. Routes are shown individually, and colors represent the weekday mid-day frequency. This network is focused on providing timed transfers at the four transfer points. The transfer point system makes it possible to travel by transit to and from almost anywhere in the service area, but requires long waits due to low frequencies, multiple transfers, and includes many one-way loop routes in outlying areas.



Existing Metro Transit network as of 2022

The figure below shows the final plan map following the Transit Network Redesign. Similarly, routes are shown individually, and colors represent the weekday mid-day frequency. This network is focused on attracting higher ridership by providing more frequent service and direct travel. As a result, most trips by transit take less time, but some people will have to walk farther to reach a bus stop.



Adopted final plan map of the Transit Network Redesign

5. Quantitative Analysis

FTA Circular 4702.1B requires transit agencies to perform an analysis of the adverse effects of major service changes on minority and low-income populations. This analysis is to be based on the agency program's threshold for disproportionate impact and disproportionate burden. This Service Equity Analysis includes analysis done according to two methods:

Method 1: People-trips (Service Quantity)

The people-trips method focuses on changes in the amount of service provided near people. The goal of this method is to determine whether the number of annual bus trips near minority and low-income populations would change more than the amount of service near non-minority and non-low-income populations.

Method 2: Transit Access to Destinations (Service Quality)

The access analysis method focuses on changes in the usefulness of service to different populations. This method seeks to establish how many destinations people can reach in a defined amount of time (typically 45 minutes), using transit and walking. The goal is to how minority and low-income populations are affected compared to other groups.

Both the people-trips and access methods were applied to compare service provided in the existing condition (as of 2022) to service that would be offered at the time the Transit Network Redesign is implemented (mid 2023).

Method 1: People-trips (Service Quantity)

This method uses the following procedure to calculate service quantity:

- For each Census block group, the population (U.S. Census 2020 American Community Survey 5-year data) is taken for each demographic group, which is assumed to be evenly distributed within the block group.
- For each bus route that serves the Census block group, the number of times that bus route runs annually is calculated. Any bus trip that has a bus stop within 1/4 mile of the Census block group is considered to serve that block group.
- The population of the block group multiplied by the number of times a bus trip serves that block group is calculated as people-trips.
- The people-trips for all block groups are then summed and expressed as total service area people-trips.
- This calculation is done for both the existing and planned networks, and for various demographic groups.

The total number of people-trips is therefore a measure of both service quantity and the number of people who located near the service. The table below shows the system-level aggregate change in people-trips based on all proposed service changes in the Transit Network Redesign plan.

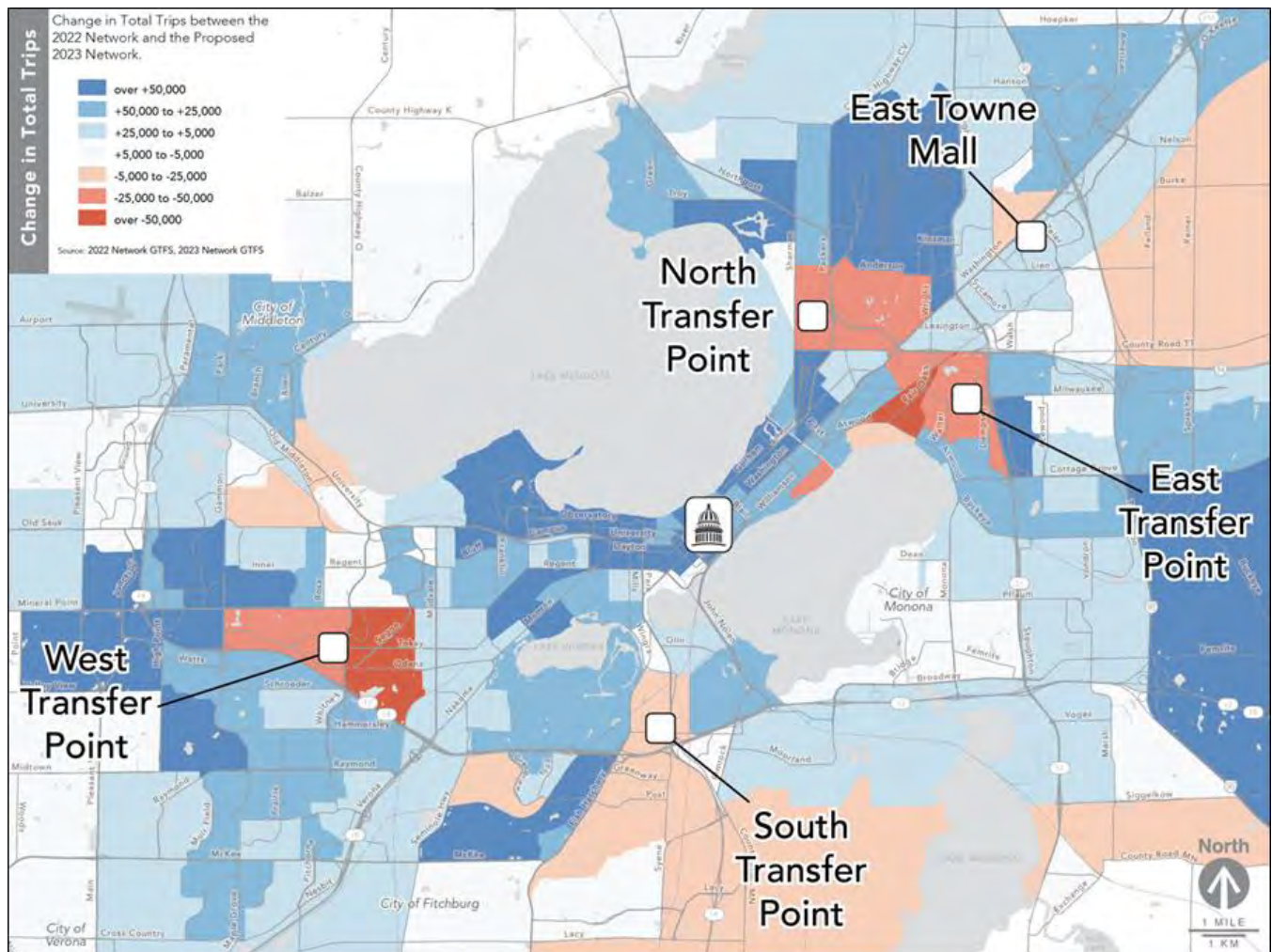
People-trips within 1/4-mile of Metro Transit Service					
	All Residents	Non-Low-Income	Low-Income	Non-Minority	Minority
Existing Network	12,865,043,690	6,939,442,829	5,925,600,861	9,601,846,300	3,263,197,390
Transit Network Redesign	16,309,595,980	9,176,994,770	7,132,601,210	12,065,254,935	4,244,341,045
Difference	+ 3,444,552,290	+ 2,237,551,941	+ 1,207,000,349	+ 2,463,408,635	+ 981,143,655
	+ 27 %	+ 32 %	+ 20 %	+ 26 %	+ 30 %

Table comparing the total quantity of service near people in the existing network and Transit Network Redesign network

The results in this table show that:

- Low-income populations experience a smaller service increase (+20%) than non-low-income populations (+32%).
- Minority populations experience a larger service increase (+30%) than non-minority populations (+26%).

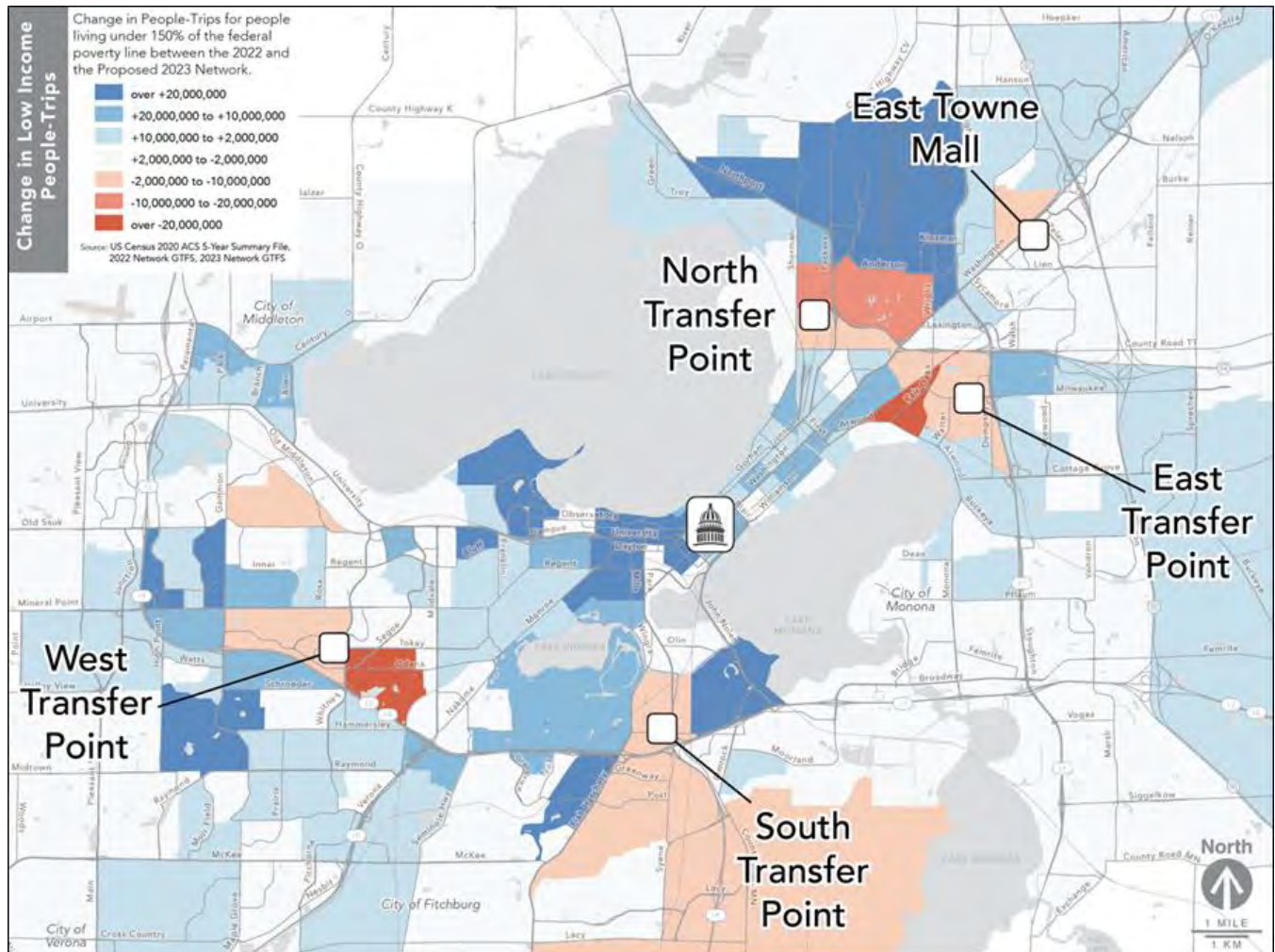
Although all groups experiences a benefit, it is possible that low-income residents benefit less from the Transit Network Redesign than other groups. However, this is not sufficient for a finding of “disproportionate burden” on low-income populations because service quantity (people-trips) would increase almost everywhere in the Metro Transit service area, as shown in the figure below. The main exception is the vicinity of the existing transfer points because the Transit Network Redesign would eliminate the Transfer Point system, focusing instead on providing direct routes from peripheral neighborhoods to and through central Madison. The only people who benefit from the many routes at the transfer points are the very few people who live immediately near them, which most people in the adjacent Census block groups do not.



Map showing where transit service (annual trips) would increase (blue) and decrease (red)

As shown in the figure above, low-income people live throughout Madison, but are especially concentrated in central Madison (esp. around the University of Wisconsin campus), and in peripheral neighborhoods scattered on the North, Northeast, South and Southwest sides of Madison. There is a wide band of mostly middle- and high-income neighborhoods in between these different low-income areas. It is impossible to increase service to outlying low-income areas without increasing service in non low-income areas along the way.

As a result, most low-income people live in areas that would experience service increases, but many areas that would experience service increases do not have large low-income populations. The figure below shows the change in low-income people-trips due to the Transit Network Redesign.



Map showing where transit service near low-income people (annual trips) would increase (blue) and decrease (red)

The people-trips method is a common way for transit agencies to determine whether the impacts of a proposed service change are distributed fairly. However, it has shortcomings:

- Service quantity does not always reflect usefulness. Transit service is useful because it allows people to reach the places they need to go. A bus may come by a location often, but not go anywhere useful.
- Effects are only measurable as an average for entire populations. Although minority and low-income populations may on average experience higher levels of service due to the Transit Network Redesign, some people will experience service reductions.
- Many trips are double counted. For example, in the existing network, many trips start and end at the transfer points and the bus traveling through this area is counted twice – first as it approaches the transfer point, and again after it starts a new trip leaving the transfer point. The proposed service combines these shorter routes into fewer longer routes, causing the bus to only be counted once as it passes through the neighborhood, even though it provides the same amount of service without the delay of going through the transfer point. This phenomenon is shown in the figure below.

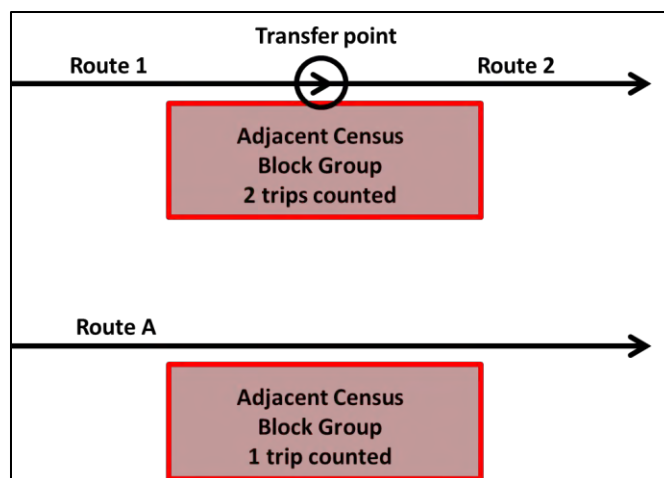


Figure demonstration how trips are double counted in the existing network with the transfer points (above), but not in the Transit Network Redesign network (below)

This memo addresses these limitations by applying a second analysis method, based on transit access to destinations.

Method 2: Transit Access to Destinations (Service quality)

Access analysis is based on the notion that transit's usefulness to individuals is related to the number of destinations a person can reach in a reasonable amount of time.

Using data from the U.S. Census' most recent (2019) Longitudinal Employment-Household Dynamics jobs location dataset, we can estimate how many destinations are in the areas accessible in both existing service and under the redesign. Although people travel for many different reasons, not only to go to work, employment data is readily available, and common destinations like health care facilities and grocery stores are usually also places where people work. The travel time shown includes walk time to and from bus stops, an average wait time and transfer times based on the headway, and time riding on the bus itself using projected bus speeds.

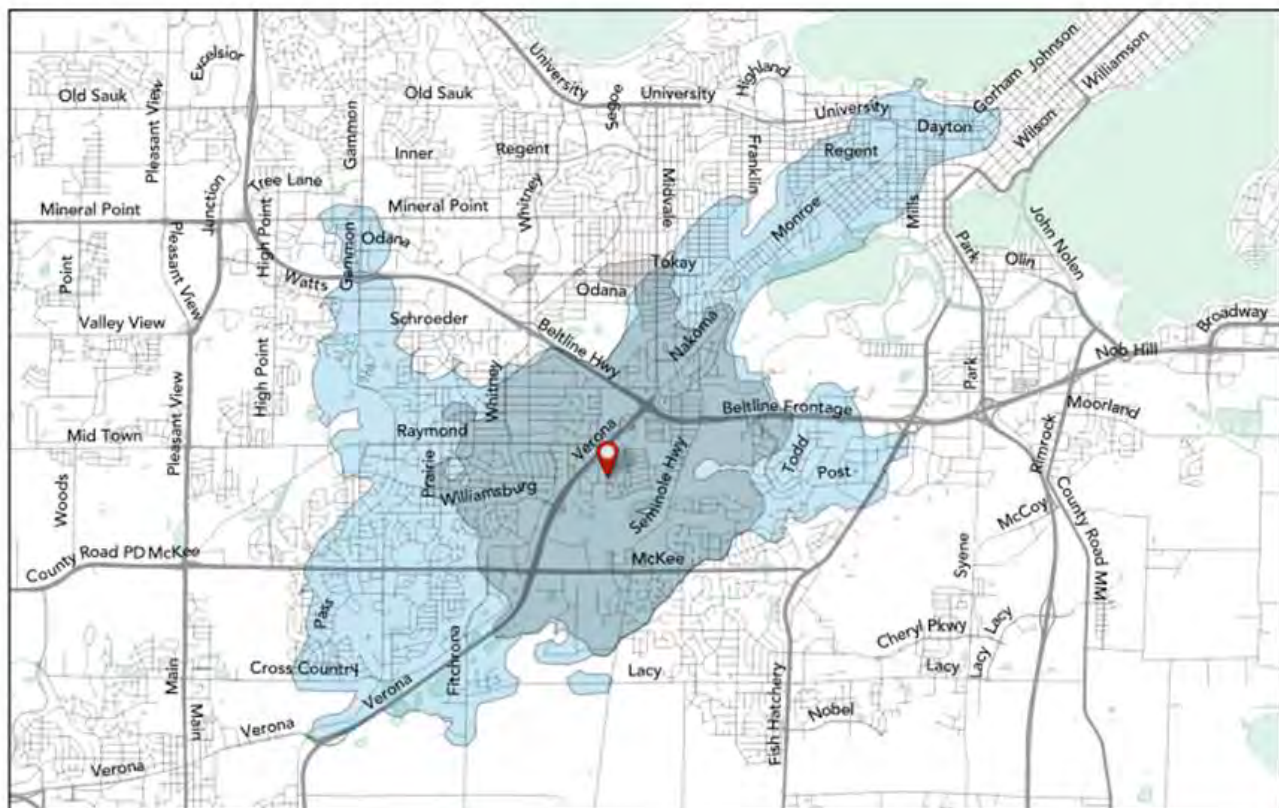
The graphic in the figure below shows an example of how the Transit Network Redesign would change a person's access to places using Metro Transit, if that person were located at the intersection of Allied Drive and Lovell Lane, on a weekday in the mid-day.

How far can I travel in **45 minutes** from

Allied at Lovell

on weekdays at noon using:

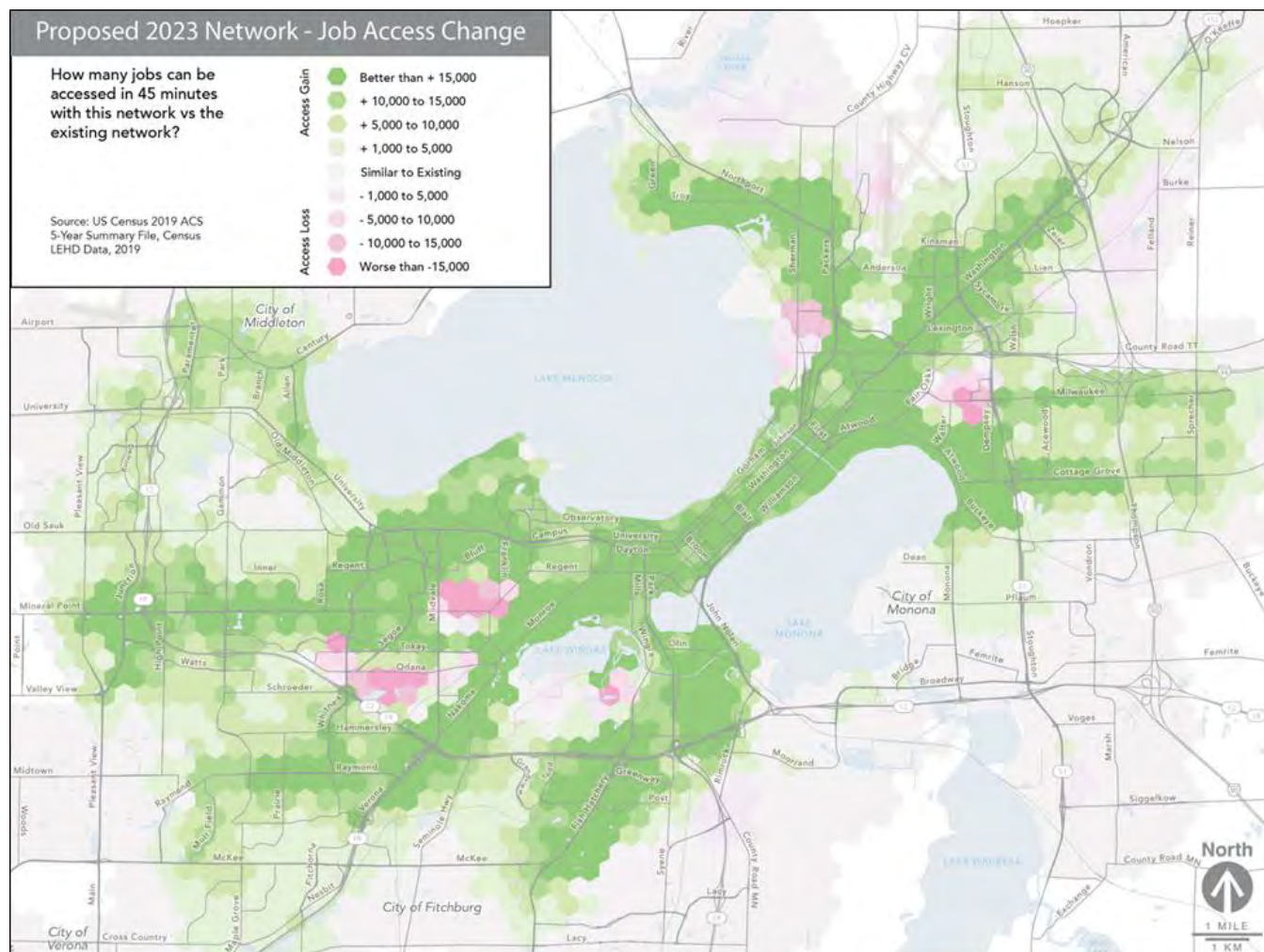
the Redesigned 2023 Network?



Map showing how far someone could travel, by walking and transit, in 45 minutes, when starting at Allied Drive and Lovell Lane

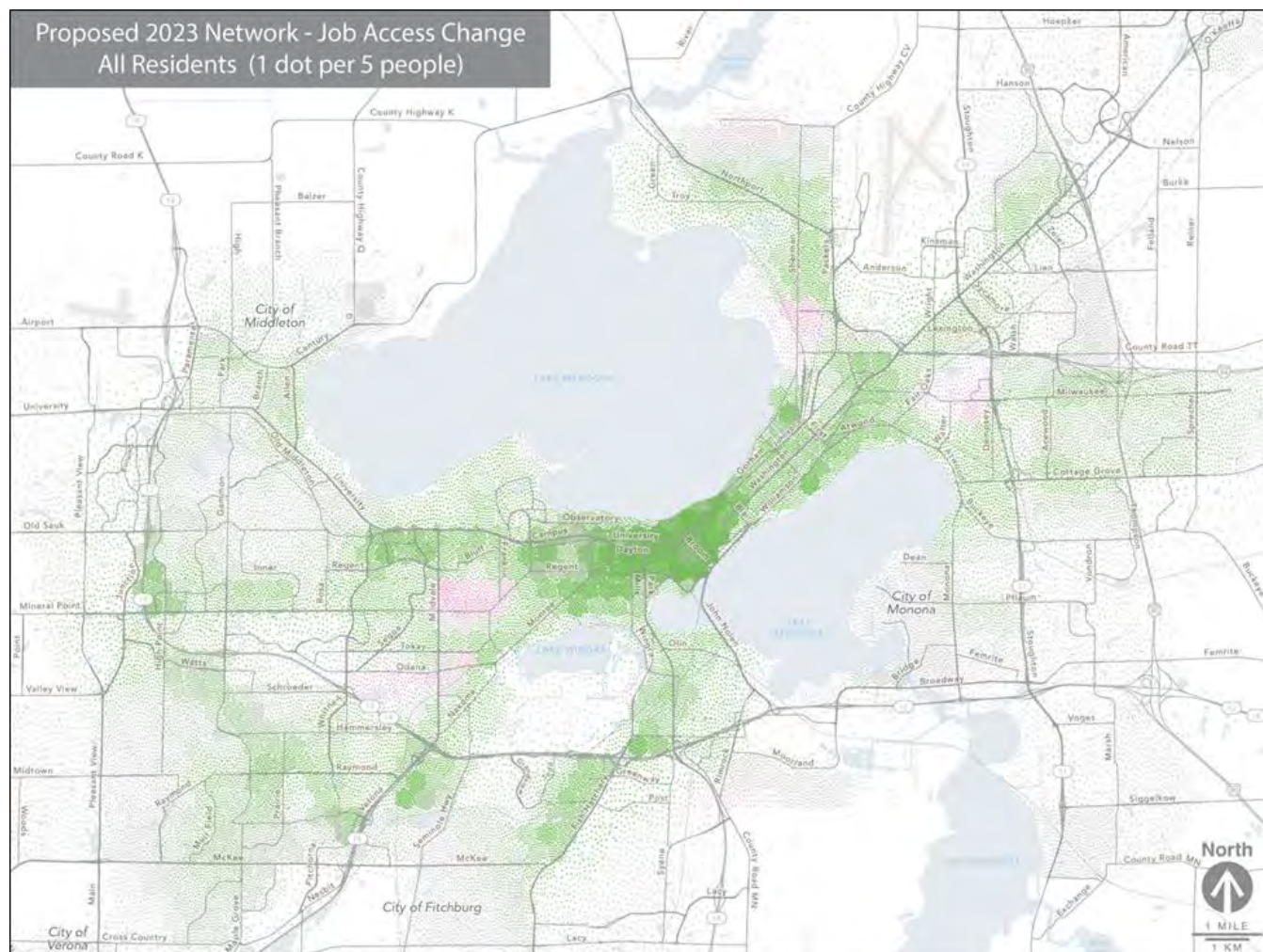
As shown in the figure above, the redesigned transit network would allow someone in this location to access many more places (the light blue areas) in the same amount of time. In this particular example, a person located at Allied Drive and Lovell Lane could reach approximately 6,000 jobs within 45 minutes using existing transit service, compared to approximately 41,000 jobs within 45 minutes with the Transit Network Redesign network.

This same analysis has been repeated for each location on a grid within the Metro Transit service area to understand how the population will be affected as a whole, as shown in the map below.



Map showing places where access to destinations within 45 minutes by transit would increase (in green), decrease (in pink), or stay about the same (in grey)

The map in figure below shows the result of this analysis weighted by population, where one dot represents five residents. Population locations are based on data at the Census block group level in the U.S. Census 2019 American Community Survey (ACS) 5-year data.



Access Change for Minorities and Non-Minorities

The tables below compare access change outcomes for minority and non-minority populations in the Metro Transit service area.

	Approx. Population	Median access to Jobs within 45 minutes, door-to-door, using transit			
		Existing Network	Network Redesign	Change	
All Residents	352,000	10,400	20,200	+9,800	+94%
Non-Minority White non-Hispanic	261,000	10,100	19,200	+9,100	+90%
Minority All people of color	91,000	11,000	23,600	+12,600	+115%

Table comparing the change in the median access to jobs for minorities and non-minorities

	Percentage Experiencing:	
	Decreased Access (-1,000 jobs or worse within 45 minutes)	Significantly Increased Access (+10,000 jobs or better within 45 minutes)
All Residents	3%	47%
Non-Minority White non-Hispanic	3%	45%
Minority All people of color	2%	50%

Table comparing the percentage of minorities and non-minorities experiencing decreased access vs. significantly increased access to jobs by transit within 45 minutes

Based on these results:

- Minority residents are more likely (50%) than non-minority residents (45%) to experience a significant increase in access to jobs by transit due to the Transit Network Redesign.
- Minority residents are less likely to experience an adverse effect (decreased access) than non-minority residents. This suggests the absence of a disproportionate burden on minority populations.
- The median person of color would experience about a 115% increase in access to jobs by transit within 45 minutes, compared to a 90% increase for White non-Hispanic residents.

Access Change for Specific Racial and Ethnic Groups

The tables below include all the racial and ethnic groups listed in Metro Transit's Title VI program, listed in order of population. In addition, the White non-Hispanic population is provided as the non-minority comparison population.

	Approx. Population	Median access to Jobs within 45 minutes, door-to-door, using transit			
		Existing Network	Network Redesign	Change	
White non-Hispanic	261,000	10,100	19,200	+9,100	+90%
Asian non-Hispanic	27,000	16,200	31,000	+14,800	+91%
Hispanic	27,000	10,000	22,000	+12,000	+120%
Black non-Hispanic	24,000	9,800	19,200	+9,400	+96%
Two or More Races non-Hispanic	10,000	8,500	18,200	+9,700	+114%
Native American/Alaska Native * non-Hispanic	1,500 *	9,800	18,300	+8,500	+87%
Other * non-Hispanic	< 1,000 *	7,500	14,700	+7,200	+96%
Native Hawaiian/Pacific Islander * non-Hispanic	< 200 *	4,100	4,900	+800	+20%
* Populations are considered too small for a reliable analysis.					

Table comparing the change in the median access to jobs by racial and ethnic group

	Percentage Experiencing:	
	Decreased Access (-1,000 jobs or worse within 45 minutes)	Significantly Increased Access (+10,000 jobs or better within 45 minutes)
White non-Hispanic	3%	45%
Asian non-Hispanic	2%	56%
Hispanic	2%	52%
Black non-Hispanic	2%	45%
Two or More Races non-Hispanic	3%	45%
Native American* non-Hispanic	3%	55%
Other* non-Hispanic	5%	41%
Native Hawaiian/Pacific Islander* non-Hispanic	0%	33%
* Populations are considered too small for a reliable analysis.		

Table comparing the percentage of each racial and ethnic group experiencing decreased access vs. significantly increased access to jobs by transit within 45 minutes

Based on these results:

- Members of minority populations are equally or more likely to experience increased access to jobs by transit due to the network redesign as members of the non-minority (White non-Hispanic) population.
- No racial or ethnic minority group in the Metro Transit service would experience an adverse effect (decreased access) at a rate more than 2% higher than the White population. There is no disproportionate impact on minority populations according to the threshold in Metro Transit's Title VI program. All but the "Other" group (whose population is so small that the analysis is likely to be unreliable) would experience adverse effects at a lower rate than the White population.
- The median member of all but the three smallest groups would experience a similar or greater improvement in access to jobs by transit than the median White resident.
- The analysis for the three smallest minority groups (Native American, Other, and Pacific Islander) is considered unreliable because their overall populations are so small that the margin of error is likely higher than the reported population in most Census block groups.

Access Change by Income Groups

The tables below compare access change outcomes for low-income vs. non low-income populations in the Metro Transit service area.

	Approx. Population	Median Access to Jobs within 45 minutes, door-to-door, using transit			
		Existing Network	Network Redesign	Change	
All Residents	352,000	10,400	20,200	+9,800	+94%
Non-Low Income	270,000	8,400	15,700	+7,300	+87%
Low-Income	71,000	34,900	67,200	+32,200	+92%

Table comparing the change in the median access to jobs by income group

	Percentage Experiencing:	
	Decreased Access (-1,000 jobs or worse within 45 minutes)	Significantly Increased Access (+10,000 jobs or better within 45 minutes)
All Residents	3%	47%
Non-Low-Income	3%	40%
Low-Income	2%	67%

Table comparing the percentage of each income group experiencing decreased access vs. significantly increased access to jobs by transit within 45 minutes

Based on these results:

- Low-income residents are more likely (67%) than non-low-income residents (40%) to experience a significant increase in access to jobs by transit due to the Transit Network Redesign.
- Low-income residents are less likely to experience an adverse effect (decreased access) than non-low-income residents. This suggests the absence of a disproportionate burden on low-income populations.
- The median low-income and non-low-income person would both experience about a 90% increase in access to jobs by transit within 45 minutes. The absolute increase would be much higher for the median low-income resident (+32,200), compared to the median non low-income resident (+7,300).

Access Change for People with Limited English Proficiency

The tables below compare access change outcomes for people with limited English proficiency compared to all residents.

	Approx. Population	Access to Jobs within 45 minutes, door-to-door, using transit			
		Existing Network	Network Redesign	Change	
All Residents	352,000	10,400	20,200	+9,800	+94%
Limited English Proficiency	14,000	11,200	20,400	+9,200	+87%

Table comparing the change in the median access to jobs by English proficiency

	Percentage Experiencing:	
	Decreased Access (-1,000 jobs or worse within 45 minutes)	Significantly Increased Access (+10,000 jobs or better within 45 minutes)
All Residents	3%	47%
Limited English Proficiency	3%	47%

Table comparing people with low English proficiency vs. all residents experiencing decreased access to jobs by transit and significantly increased access

Based on these results:

- LEP residents are equally likely to experience either a decrease (3%) or a significant increase (47%) in access to jobs by transit within 45 minutes, compared to members of the general population.
- The median LEP resident may experience a slightly lower increase in job access by transit than the median member of the general population. However, the difference is small enough in both absolute terms (+9,200 vs. +9,800) and percentage terms (+87% vs. +94%) that it may be within the margin of error for this analysis.

Access Change for Seniors (ages 65 and over)

The tables below compare access change outcomes for seniors (residents ages 65 and over) with the general population of the Metro Transit service area.

	Approx. Population	Access to Jobs within 45 minutes, door-to-door, using transit			
		Existing Network	Redesigned Network	Change	
All Residents	352,000	10,400	20,200	+9,800	+94%
Seniors (65+)	43,000	8,100	14,700	+6,600	+81%

Table comparing change in the median access to jobs for seniors vs. all residents

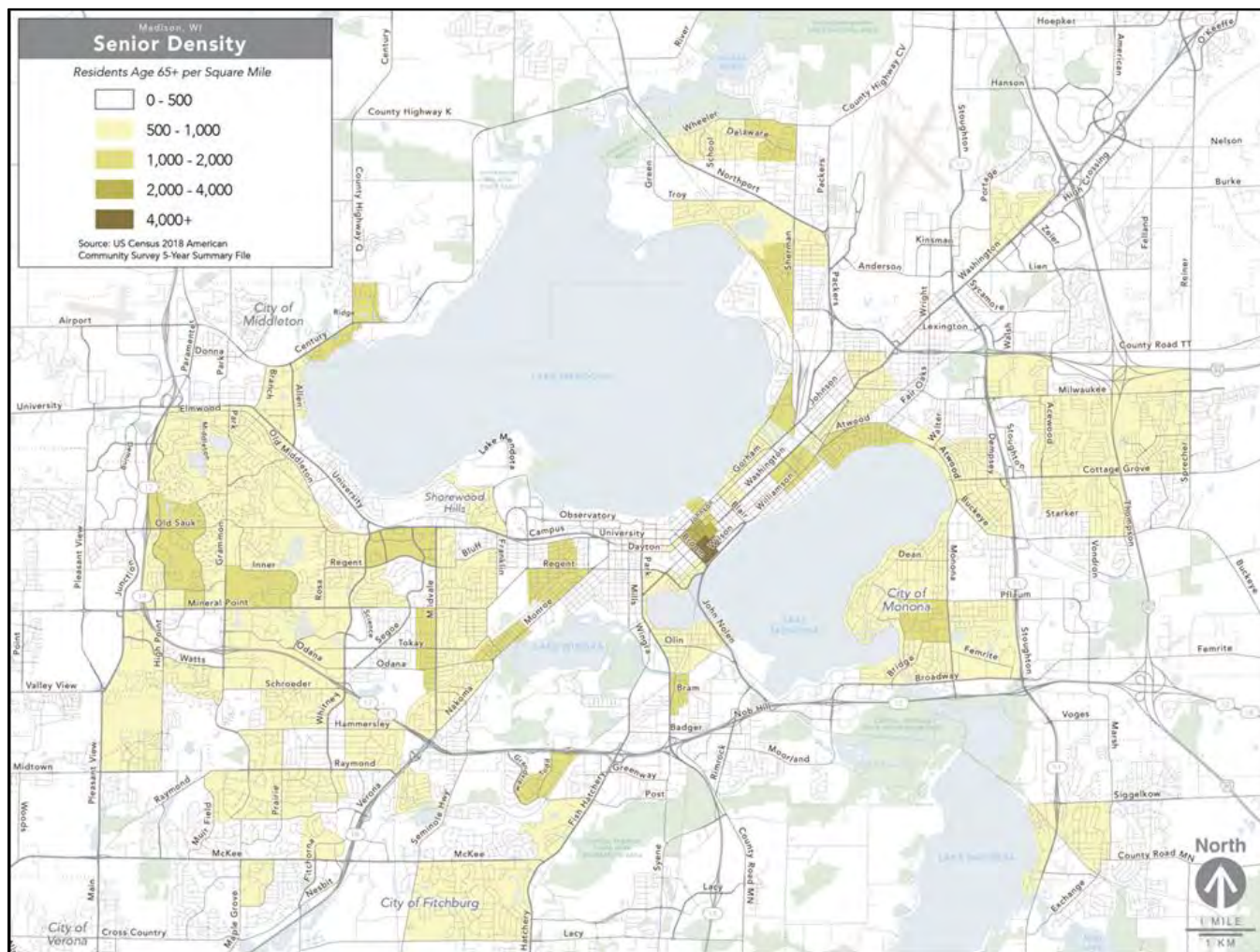
	Percentage Experiencing:	
	Decreased Access (-1,000 jobs or worse within 45 minutes)	Significantly Increased Access (+10,000 jobs or better within 45 minutes)
All Residents	3%	47%
Seniors (65+)	4%	36%

Table comparing seniors vs. all residents experiencing decreased access to jobs by transit and significantly increased access

Based on these results:

- Seniors are less likely to experience an increase in access to jobs by transit within 45 minutes than members of the general population (36% for seniors vs. 47% for all residents). This is because:
 - Compared to the overall population, seniors are more likely to live in lower density areas (see the senior density map below) and own single-family homes.

- As a result, seniors are more likely to live far from arterial streets where it makes sense to concentrate frequent transit service in a redesigned network focused more on ridership goals and less on coverage goals.
- Seniors are slightly more likely (4%) to experience a decrease in access to jobs by transit within 45 minutes than members of the general population (3%). However, the difference is less than Metro Transit’s 2% threshold for a disparate Impact. Neither federal Title VI regulations nor Metro Transit’s Title VI program explicitly protect seniors from disparate impacts.



Map of density of seniors ages 65 and over in the Metro Transit service area

Access Change for People with Disabilities

The tables below compare access change outcomes for people with disabilities with the general population of the Metro Transit service area.

	Approx. Population	Access to Jobs within 45 minutes, door-to-door, using transit			
		Existing Network	Network Redesign	Change	
All Residents measured at the Block Group Level	352,000	10,400	20,200	+9,800	+94%
People with Disabilities measured at the Census Tract level	29,000	9,000	16,800	+7,800	+87%

Table comparing change in the median access to jobs for seniors compared with all residents

	Percentage experiencing:	
	Decreased Access (-1,000 jobs or worse within 45 minutes)	Significantly Increased Access (+10,000 jobs or better within 45 minutes)
All Residents measured at the Block Group Level	3%	47%
People with Disabilities measured at the Census Tract level	4%	41%

Table comparing people with disabilities vs. all residents experiencing decreased access to jobs by transit and significantly increased access

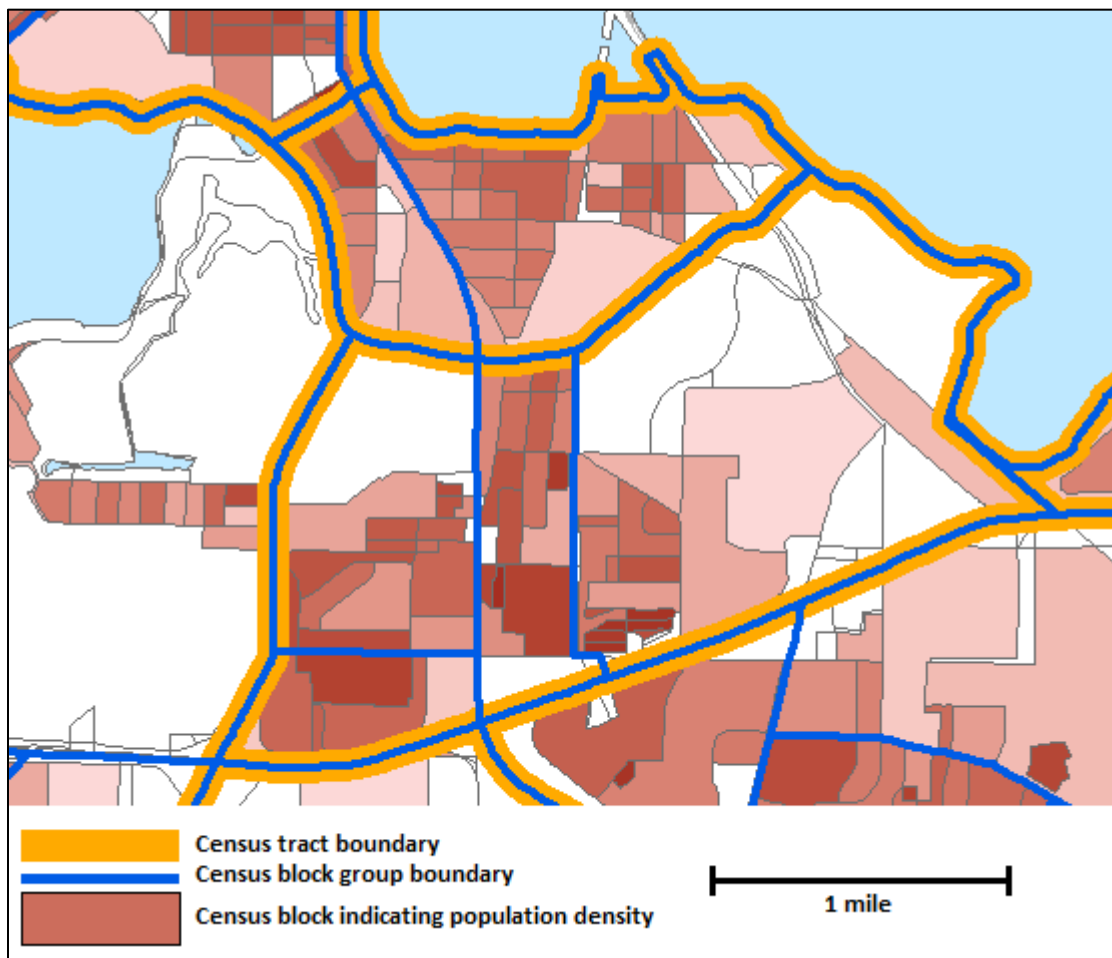
Based on these results:

- People with disabilities may be less likely (41%) to experience a significant increase in access to jobs by transit within 45 minutes compared with all residents (47%).
- People with disabilities may be slightly more likely (4%) to experience a decrease in access to jobs by transit within 45 minutes than members of the general population (3%). However, the difference is less than Metro Transit's 2% threshold for a disparate impact. Neither federal Title VI regulations nor Metro Transit's Title VI program explicitly protect seniors from disparate impacts.

However, these results should be interpreted with caution, for the following reasons:

- "People with Disabilities" is a broad category that includes people who experience a wide variety of physical and mental impairments. It is not clear from the data available whether people with disabilities who experience mobility challenges experience less benefit (or more adverse effect) from the Transit Network Redesign compared with people with disabilities with mild to no mobility challenges. Furthermore, the access analysis methodology assumes that it is possible to walk a long distance to service. The impacts of longer walks vary widely according to the type and severity of disability that a person may experience.
- No paratransit service area will be lost. All areas currently within the paratransit boundary will be maintained, and some new areas will be eligible for paratransit. While paratransit does not offer the spontaneous freedom of fixed-route transit, it is likely that:
 - People currently using paratransit will remain eligible for paratransit.
 - Some individuals who currently use fixed-route for routine trips who can no longer access fixed-route with the proposed system will be able to use paratransit.
 - Some people with disabilities in the Madison area who are currently outside the paratransit boundary will be newly eligible to use paratransit.
- The Census provides data on people with disabilities only at the larger Census tract level. It is less clear exactly where people with disabilities live within the Census tract, and it is less appropriate to assume that people are uniformly

distributed within Census tracts compared to the smaller Census block group. This geography is demonstrated in the figure below.



The figure above demonstrates the challenges with analysis at the Census tract level. While Census blocks (about equivalent to a city block) are small and can be assumed to be mostly uniform in population density, Census block groups (made up of several Census blocks) are larger but reasonable conclusions can still be made about them, and Census tracts (made up of several Census block groups) are noticeably non-homogenous.

6. Qualitative Analysis

In addition to the quantitative analysis, this qualitative analysis attempts to describe the how low-income people and people of color are affected by the Transit Network Redesign, and also how negative effects have been mitigated.

The planning process

Through the development of the Coverage and Ridership Alternative maps, Metro designed the networks to connect neighborhoods with an emphasis on connecting low-income and other marginalized neighborhoods. Examples of this included maintaining and enhancing cross-town service such as Routes G and H, effectively replacing existing Routes 16 and 18 in east and south Madison, and providing new all-day service to low-income housing east of I-39/90/94.

A shift from peak-oriented service to all-day service

Prior to 2020, Metro's network was heavily oriented to peak periods with over twice as many buses in service during weekday peak periods compared to mid day, with even fewer buses in service on evenings and weekends. However, low-income people who are more likely to rely on transit are also more likely to need service throughout the day. The Transit Network Redesign redistributes service more equitably throughout the day with improved off-peak service.

A shift away from transfer points

Many of Madison's low-income neighborhoods and neighborhoods of color lie in areas beyond the transfer points. Because of this, these residents are likely to need to transfer to travel nearly anywhere in the system, increasing their travel times, and increasing the risk of a missed connection. Combining and lengthening routes, and eliminating the transfer points, yields significant benefits for these riders.

The amendment process

The transition from draft plan to final plan was used as a tool to ensure transportation equity could be intentionally incorporated into the plan. Of the amendments drafted, several changes were made through direct input and advocacy from the public to create or modify routes to meet the needs of the community. Highlighted changes are the addition of Routes L and O, and the modification of Route G in south Madison.

More consistent and usable routes

Madison's route structure prior to 2020 was extremely complicated. There were many routes that only ran during certain times of the day, or only ran on certain days of the week. Many routes had two or more "vias", where a route with the same number would split into many different variants. This has led to confusion, failed trips, and missed connections. These problems disproportionately affected low-income people and neighborhoods of color that are more likely to be in peripheral Madison where the routes more likely to split and be replaced with different routes on weekends. The problems also disproportionately affected people with low English proficiency and people who do not have access to technology to help them plan trips. The proposed network is far simpler and easier to use for all riders.

Shifting the focus to frequency and directness over coverage

Through the planning process, it was somewhat common to associate the Coverage model with an increase in equity. This would imply that low-income people and people of color do not value their time as much as other riders. In contrast, staff have heard mostly complaints about travel time, transfers, and indirection from low-income riders. Therefore, addressing these problems while maintaining adequate coverage will help the service be more useful for the neighborhoods that need it.

Freezing the paratransit boundary

The Transit Network Redesign plan technically would remove a small number of people from the required 3/4-mile buffer from fixed-route service where they would automatically be in the paratransit boundary. Metro Transit made the decision to revise its policy and keep those areas in its eligible paratransit boundary, while also extending its paratransit boundary to cover areas that will be served by fixed-route service.

A survey on people with disabilities

A key concern by members of the community was how people with disabilities would be served with the new system. Metro conducted a survey for people with disabilities. Of the 50 people who responded, who said that they have a disability and use fixed-route service, the following conclusions were drawn.

- Walking further and crossing streets, particularly in winter and for wheelchair users, was a key concern.
- The affordability of using paratransit, and the capacity of Metro to provide sufficient paratransit, was a concern.
- Additional benches, shelters, and other amenities would improve the experience.
- There is a desire to have bus stops as close to their homes and destinations as possible.
- Usability for blind people and people with neurological disorders is important.
- Several specific concerns have been directly addressed by the amendment process in the final plan.

Planning for places and destinations that are unlikely to be represented in data

The planning team mapped out many known destinations that are likely to need transit service. These areas include full-service budget-minded grocery stores, public housing, and similar resources. For example, the Pick 'N Save grocery store on Madison's north side was identified as a needed destination because of the limited availability of grocery stores in the area, and Route O on the south side was designed to serve a food pantry on Fish Hatchery Road.

Considering persistent poverty with student poverty

This Service Equity Analysis considers all people equally when considering poverty. Although that practice is standard and appropriate, there is a concentration of poverty in the central Madison area where most people in poverty are students, while most people experiencing persistent and generational poverty are living in peripheral areas along the Beltline corridor and on Madison north and south sides. While these two groups are equally likely to rely on transit, they have different needs and demographics. Both groups, in general, will benefit from the Transit Network Redesign with more service and better access to jobs and other destinations. People living downtown will see better coordinated and less duplicative service where there is a long wait for a bus, and then several buses all show up at once going in the same direction. People living in peripheral neighborhoods will see fewer transfers, more frequent off-peak service, and in general a more consistent and usable transit system.

7. Summary of Key Findings

Metro Transit has carried out a Title VI Service Equity Analysis, based on the requirements of federal civil rights law and regulations. This analysis finds that:

- The redesigned network will provide more useful service to large numbers of people, and less useful service to relatively few individuals.
 - 47% of Metro Transit service area residents will experience a significant increase in the number of destinations they can access (+10,000 jobs or better) by transit within 45 minutes.
 - 3% of service area residents will experience a reduction in the number of places they could access by transit (-1,000 jobs or worse) within 45 minutes.
- There is no evidence of a disproportionate impact on minority populations. People of color will benefit at similar or higher rates as White non-Hispanic people.
 - The amount of service within 1/4-mile of minority populations (people-trips) will increase by 30%, compared to a 26% increase for non-minority populations.
 - 56% of Asian residents, 52% of Hispanic residents, and 45% of Black residents will experience a significant increase in access to destinations (+10,000 jobs or better) by transit within 45 minutes, compared to 45% of White non-Hispanic residents.
 - 2% of Asian, 2% of Hispanic, and 2% of Black residents will experience a reduction in access to destinations (-1,000 jobs or worse) by transit within 45 minutes, compared to about 3% for White non-Hispanic residents.
- There is no evidence of disproportionate burden on low-income populations. Low-income residents will experience a smaller increase in service quantity (people-trips) than the average resident, but they will be far more likely to experience more useful service (improved destination access).
 - The amount of service near low-income populations will increase by 20%, compared to a 32% increase for non low-income populations. This is primarily because service near the transfer points is duplicative and double counted by the methodology.
 - Nonetheless, low-income residents are far more likely to benefit from increased frequency and directness of service in the redesigned network. 67% of low-income residents would experience a significant increase in access to destinations (+10,000 jobs or better), compared to 40% of non-low-income residents.
 - Conversely, only 2% of low-income residents will experience a reduction in access to destinations (-1,000 jobs or worse) by transit within 45 minutes, compared to about 3% of non-low-income residents.

Furthermore, in response to local concerns expressed during the redesign process, this service equity analysis has also included an evaluation of the impacts of the Transit Network Redesign on people with limited English proficiency, seniors, and people with disabilities.

Compared to the general population:

- Limited English proficiency populations will benefit at similar rates to the population as a whole. 47% of residents with limited English proficiency will experience a significant increase in the number of destinations they can access (+10,000 jobs or better) by transit within 45 minutes. 3% of residents with limited English proficiency will experience a reduction (-1,000 jobs or worse).
- Although seniors will benefit from the Transit Network Redesign, in general they are less likely to benefit compared with the population as a whole. 36% of seniors will experience a significant increase in the number of destinations they can access (+10,000 jobs or better) by transit within 45 minutes. 4% of seniors will experience a reduction (-1,000 jobs or worse).

- This is mostly because seniors in Madison, and throughout the U.S., are more likely to live in low-density areas and single-family homes than the general population. As a result, they are less likely to live near main streets where more frequent service is planned.
- Nonetheless, many more seniors will have access to more useful service than they do today. It is possible that a more coverage-based redesign would have even more positive outcomes for senior residents, but this would likely come at the expense of fewer gains for low-income and minority populations.
- People with disabilities may benefit less on average from the network redesign, but this finding is less definitive due to limitations in available data. Census data on where people with disabilities live is much less precise than data on other populations.
 - Based on available data, it appears that 41% of residents with disabilities will experience a significant increase in the number of destinations they can access (+10,000 jobs or better) by transit within 45 minutes, while 4% of residents with disabilities will experience a significant reduction (-1,000 jobs or worse).
 - The planning team utilized specific knowledge, data, and public input to address as many known gaps in coverage for people with disabilities as practical. For example apartments and other facilities where people with disabilities are likely to live or visit were more likely to be served than other areas.



Bus Stops Affected

Metro Public Hearing – Redesign Items Wednesday, November 9 – 6:00 pm

New Stops

The following are new stop locations that will be added as part of Metro's June 2023 redesign.

Madison

WB Aberg at Packers
EB Aberg at Packers
WB Aberg at Sherman
WB Anniversary at Forest Run
WB Anniversary at Independence
EB Atwood at Lakeland
EB Badger at Colonial Heights
WB Badger at Colonial Heights
EB Badger at Pedestrian Overpass
WB Badger at Pedestrian Overpass
EB Badger at Rusk
WB Beltline Frontage at Grandview
WB Buckeye at Camden
EB Buckeye at Dondee
WB Buckeye at Kings Mill
EB Buckeye at Twilight
EB Buckeye at Woodvale
WB Cottage Grove at McClellan
WB Cottage Grove at McLean
EB Cottage Grove at McLean
EB Cottage Grove at North Star
EB Cottage Grove at Severson
WB Cottage Grove at Sprecher
WB Darwin at International
EB Darwin at Packers
SB Delaware at Wheeler
NB Dempsey at Dennett
NB Dempsey at Lori
NB Dempsey at Milwaukee
NB Dempsey at Portland Overpass
EB Doty at MLK
WB Drake at Mills
NB Dryden at Londonderry
SB Dryden at Londonderry



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WB	Dutch Mill at Park and Ride
NB	Eagan at Washington
SB	East Springs at Washington
WB	Eastpark at American
WB	Eastpark at Biltmore
WB	Eastpark at Dreamer
EB	Eastpark at Dreamer
WB	Eastpark at Terrace
EB	Eastpark at Terrace
SB	Future Sprecher at Cottage Grove
SB	Gammon at Middleton
NB	Gammon at Mineral Point
NB	Gammon at Sawmill
WB	Hanson at Metro
EB	Hanson at Metro
WB	High Crossing at City View
EB	High Crossing at Crossroads
WB	High Crossing at Crossroads
NB	High Point at Mineral Point
SB	High Point at Tree
NB	Highland at Regent
SB	Highland at University
SB	Independence at Declaration
NB	Independence at Washington
EB	Johnson at State
SB	Junction at Watts
SB	Junction Ramp at Mineral Point
WB	Lovell at Carling
NB	Maple Grove at Manchester
SB	Maple Grove at Manchester
NB	Maple Grove at McKee
NB	Maple Grove at Nesbitt
SB	Maple Grove at Nesbitt
SB	Maple Grove at Westin
SB	McKenna at Hammersley
SB	McKenna at Park Heights
EB	Meinders at Crested Owl
SB	Mills at Drake
EB	Milwaukee at Corporate
WB	Milwaukee at Corporate
EB	Mineral Point at High Point
EB	Mineral Point at Island
EB	Mineral Point at Whitney
WB	Monroe at Randall
EB	Northport at Sherman



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NB	Packers at Aberg
SB	Packers at Aberg
NB	Packers at Darwin
NB	Packers at Scott
WB	Post at Coho
WB	Post at Leopold
WB	Post at Todd
WB	Post at Traceway
NB	Randall at Dayton
NB	Randall at Drake
SB	Randall at Drake
SB	Randall at Monroe
NB	Randall at Mound
SB	Randall at Mound
NB	Randall at Regent
SB	Randall at Regent
NB	Rimrock at Moorland
WB	Schroeder at Chapel Hill
EB	Schroeder at Gammon
WB	Schroeder at Rayovac
WB	Schroeder at Struck
NB	Sherman at Browning
SB	Sherman at Tennyson
NB	Sprecher at Cottage Grove
WB	Tennyson at Eliot
WB	Tennyson at Packers
NB	Todd at Greenway
NB	Todd at McDivitt
NB	Todd at Pelham
WB	University at University Bay
EB	University at University Bay
WB	Washington at Blair
WB	Washington at Fairchild
WB	Washington at Zeier
WB	Watts at Junction
SB	Westfield at Mineral Point
SB	Whitney at Tokay
NB	Whitney at Tokay
EB	Wilson at Butler
NB	Wyalusing at Amnicon
SB	Wyalusing at Amnicon



Fitchburg

NB Anton at Williamsburg
SB Anton at Williamsburg
NB Caddis at Fish Hatchery
NB Cahill at Coachman
WB Chalet Gardens at Verona Frontage
NB County Road MM at Clayton
SB County Road MM at Clayton
WB East Cheryl at Farley
EB East Cheryl at Farley
WB East Cheryl at Research Park
SB Fish Hatchery at East Cheryl
SB Fish Hatchery at High Ridge
SB Fitchrona at Bradbury Path
NB Fitchrona at Bradbury Path
EB Fitchrona at King James
SB Fitchrona at Nesbitt
NB Fitchrona at Nesbitt
WB Jenewein at Red Arrow
WB Lacy at Endive
SB Novation at 89th Degree
NB Novation at 89th Degree
WB Novation at Rimrock
WB Novation at Ski
EB Novation at Ski
NB Red Arrow at Jenewein
SB Rimrock at Badger
SB Verona Frontage at Williamsburg
NB Verona Frontage at Williamsburg

Middleton

NB Gammon at Middleton
EB Murphy at Eagle
NB Parmenter at Lisa
SB Parmenter at Lisa
EB University at Cayuga
WB University at Parmenter



Monona

Planned routes and stops are in the planning stages and subject to change. Some bus stops will be relocated to a new location in the same area. These stops will appear in both the “bus stop closed” and “new stop “ list.

WB Broadway at Monona
NB Copps at Broadway
EB Dean at Midmoor
EB Dean at Winnequah
WB Femrite at Roselawn
WB Femrite at Shato
WB Midmoor at Winnequah
NB Monona at Broadway
NB Monona at Coldspring
SB Monona at Coldspring
NB Monona at Frost Woods
SB Monona at Frost Woods
WB Nichols at Schluter
WB Nichols at Winnequah
WB Owen at Bridge
WB Owen at Monona

Sun Prairie

Planned routes and stops are in the planning stages and subject to change. Some bus stops will be relocated to a new location in the same area. These stops will appear in both the “bus stop closed” and “new stop “ list.

SB Bird at Saint Albert the Great
SB Bird at Summit
SB Bird at Vandenburg
SB Bird at Windsor
NB Bristol at Goodland
NB Bristol at Klubertanz
NB Bristol at Main
NB Bristol at Windsor
SB Grand at Blue Aster
SB Grand at Blue Heron
SB Grand at Main
NB Grand at Prairie Lakes
SB Grand at Prairie Lakes
SB Grand at Windsor
SB Grove at Main
EB Main at Bird



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WB	Main at Bird
EB	Main at Bristol
EB	Main at Clarmar
EB	Main at Flint
EB	Main at Foxdale
WB	Main at Hart
EB	Main at Linnerud
WB	Main at Ruby
EB	Main at Walker
WB	Main at Walker
NB	Market at Cannery
NB	Market at Linnerud
WB	Tower at Bristol
WB	Tower at Crossing Ridge
WB	Tower at Grandview
WB	Windsor at Bird
WB	Windsor at Broadway
WB	Windsor at Eddington
WB	Windsor at Lois
WB	Windsor at Thompson

University of Wisconsin Campus

SB	Highland at University Bay
NB	University Bay at Highland



Bus Stops Affected

Metro Public Hearing – Redesign Items

Wednesday, November 9 – 6:00 pm

Bus Stops Closed

The following stops will be closed/removed as part of Metro's June 2023 redesign. A number of these stops have already been closed due to service reductions that occurred during Covid-19.

Madison

Stop ID	Direction	Stop Name
2488	SB	505 Science Dr
2169	NB	505 Science Drive
7912	SB	Acewood at Agate
7943	NB	Acewood at Agate
7176	SB	Acewood at Cottage Grove
7925	NB	Acewood at Cottage Grove
7369	NB	Acewood at Goldfinch
7898	SB	Acewood at Goldfinch
7181	NB	Acewood at Leo
7282	SB	Acewood at Leo
7313	NB	Acewood at Martha
7836	SB	Acewood at Martha
7140	SB	Acewood at Onyx
7969	NB	Acewood at Onyx
7156	SB	Acewood at Starker
7843	NB	Advance at Pflaum
3224	SB	Agriculture at Femrite
3462	EB	Agriculture at Tradewinds
2559	NB	Allen at Chamberlain
2678	SB	Allen at Chamberlain
2640	SB	Allen at Commonwealth
2969	NB	Allen at Commonwealth
2306	SB	Allen at Regent
2855	NB	Allen at Regent
2517	NB	Allen at Rowley
2239	NB	Allen at University
2880	SB	Allen at University
4849	NB	Allied at Jeneweine
4806	SB	Allied at Lovell
4158	SB	Allied at Thurston
4663	NB	Allied at Thurston
9262	SB	American at American Family



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9595	EB	American at American Family
9630	SB	American at Buttonwood
9333	NB	American at Eastpark
9196	SB	American at F I Headquarters
9327	NB	American at F I Headquarters
9803	NB	American at Tancho
9684	WB	American Family at American
9900	SB	American Family at F I Building
7437	NB	Amnicon at Aztalan
7944	SB	Amnicon at Aztalan
7560	SB	Amnicon at Cottage Grove
7811	NB	Amnicon at Cottage Grove
9259	EB	Anderson at Hoffman
9724	WB	Anderson at Hoffman
9666	NB	Anderson at Pankratz
9847	SB	Anderson at Pankratz
9383	EB	Anderson at Pearson
9532	WB	Anderson at Pearson
9144	EB	Anniversary at Forest Run
9198	EB	Anniversary at Hayes
7243	NB	Atlas at Argosy
7751	NB	Atlas at Cottage Grove
7527	NB	Atlas at Neptune
1907	EB	Atwood at Oakridge
0047	NB	Babcock at Linden
3105	NB	Badger at Nob Hill
3550	SB	Badger at Nob Hill
3811	EB	Badger at Rimrock
1936	EB	Baldwin at Sherman
0433	EB	Beld at Gilson
4102	WB	Beltline N at Cannonball
4516	WB	Beltline N at Damon
4144	WB	Beltline N at Todd
4351	EB	Beltline S at Cannonball
4728	WB	Beltline S at Cannonball
4412	WB	Beltline S at Grandview
4776	WB	Beltline S at River Bend
4873	EB	Beltline S at River Bend
4685	EB	Beltline S at Seminole
4782	WB	Beltline S at Todd
4841	EB	Beltline S at Todd
9829	NB	Biltmore at Buttonwood
3592	WB	Brandenburg at Freese
0751	NB	Breese at Hoyt
0349	NB	Breese at Regent



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0916	SB	Breese at Regent
4909	EB	Britta at Verona E
8319	NB	Brookwood at Hammersley
8932	SB	Brookwood at Piping Rock
7152	NB	Buckeye at Davies
7131	SB	Buckeye at Monona
7388	WB	Buckeye at Monona
5107	EB	Burning Wood at Arapahoe
1870	SB	Butler at Main
9744	WB	Buttonwood at American Family
2259	EB	Capital at Baker
2355	EB	Capital at Old Middleton
2165	EB	Capital at University
4980	WB	Carling at Allied
8259	EB	Carnwood at Maple Grove
8388	WB	Carnwood at Maple Grove
8461	EB	Carnwood at Mckenna
8351	EB	Carnwood at Muir Field
1324	SB	Carroll at Mifflin
9799	NB	City View at Burke
9826	SB	City View at Burke
9241	NB	City View at Crossroads
9131	EB	City View at High Crossing
9498	SB	City View at Wall
9957	NB	City View at Wall
4426	SB	Coho at Beltline S
4787	NB	Coho at Beltline S
6197	EB	Colony at Gammon
5295	NB	Comanche at Wheeler
5540	SB	Comanche at Wheeler
1117	EB	Commercial at Kedzie
1852	WB	Commercial at Kedzie
1326	WB	Commercial at North Lawn
1605	EB	Commercial at North Lawn
1115	EB	Commercial at Oak
9740	WB	Commercial N at Fair Oaks
9361	EB	Commercial S at Fair Oaks
2173	NB	Commonwealth at Gregory
2710	SB	Commonwealth at Gregory
2503	NB	Commonwealth at Leonard
2624	SB	Commonwealth at Leonard
2279	NB	Commonwealth at Monroe
2135	NB	Commonwealth at Rugby
2180	SB	Commonwealth at Rugby
9975	NB	Continental at Washington



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7100	EB	Corporate at East Transfer
4141	EB	Crawford at Helene
4700	WB	Crawford at Helene
4121	EB	Crawford at Whenona
4986	WB	Crawford at Whenona
4847	EB	Crescent at Allied
4990	WB	Crescent at Allied
9539	WB	Crossroads at City View
9118	EB	Crossroads at High Crossing
9349	NB	Crossroads at Park Bank
9412	SB	Crossroads at Park Bank
9615	NB	Crossroads at Wall
9720	SB	Crossroads at Wall
7121	NB	Crystal at Diamond
7184	SB	Crystal at Diamond
1174	WB	Dayton at State
6633	NB	Deming at Blackhawk
6660	SB	Deming at Blackhawk
6427	NB	Deming at Excelsior
6402	WB	Deming at Gialamas
6585	WB	Deming at Gialamas
6218	SB	Deming at John Deere
6511	NB	Deming at John Deere
7446	WB	Dennett at Dempsey
7466	WB	Dennett at Ring
7767	EB	Dennett at Ring
1126	SB	Division at Eastwood
1784	SB	Division at Oakridge
1995	NB	Division at Oakridge
7128	WB	Dominion at Galileo
7377	EB	Dominion at Galileo
7628	WB	Dominion at Sprecher
7163	EB	Dominion at Traveler
7814	WB	Dominion at Traveler
6449	WB	D'Onofrio at High Point
6121	NB	D'Onofrio at Mineral Point
6440	SB	D'Onofrio at Mineral Point
6783	WB	D'Onofrio at West Towne
6848	SB	D'Onofrio at West Towne
1189	EB	Doty at Pinckney
6164	WB	Driveway at Prairie Towne
6661	EB	Driveway at Prairie Towne
3721	EB	Dutch Mill at Ellestad
3195	EB	Dutch Mill at Park And Ride
9207	EB	Dwight at Independence



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9677	EB	East Towne at Eagan
9422	WB	East Towne at Independence
9783	EB	East Towne at Independence
9348	SB	East Towne at Springs
9351	NB	East Towne at Springs
9391	EB	East Towne at Zeier
9928	WB	East Towne at Zeier
9932	EB	Eastpark at Broadview
9147	EB	Eastpark at Park And Ride
2121	NB	Eau Claire at Regent
6165	NB	Excelsior at Associated Bank
6796	SB	Excelsior at Associated Bank
6149	SB	Excelsior at Fourier
6490	SB	Excelsior at Old Sauk
6527	NB	Excelsior at Old Sauk
1587	EB	Fair Oaks at Atwood
1353	EB	Fair Oaks at Capital City
1640	WB	Fair Oaks at Capital City
1420	SB	Fair Oaks at Chicago
1873	NB	Fair Oaks at Chicago
9203	NB	Fair Oaks at Commercial N
9288	SB	Fair Oaks at Commercial N
9693	NB	Fair Oaks at Lexington
9802	SB	Fair Oaks at Lexington
1555	NB	Fair Oaks at Milwaukee
1984	WB	Fair Oaks at Milwaukee
9111	NB	Fair Oaks at Washington
9564	SB	Fair Oaks at Washington
1146	SB	Fairchild at Washington
3299	EB	Femrite at Dutch Mill
1624	SB	First at Johnson
1125	NB	First at Main
1372	SB	First at Main
1849	WB	First at Washington
0170	SB	Fish Hatchery at Catalpa
0530	SB	Fish Hatchery at Cedar
4790	SB	Fish Hatchery at Greenway
0146	SB	Fish Hatchery at Midland
0266	SB	Fish Hatchery at Park
0643	NB	Fisher at Bram
0171	NB	Fisher at Dane
9857	NB	Forest Run at Anniversary
9211	NB	Forest Run at Forest Ridge
9480	SB	Forest Run at Forest Ridge
9842	WB	Forest Run at Hayes



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9977	EB	Forest Run at Hayes
0969	NB	Frances at Johnson
3311	NB	Freese at Siggelkow
6480	SB	Gammon at Colony
6501	NB	Gammon at Tree
8733	NB	Gammon at Watts
6631	EB	Ganser at D'Onofrio
6926	SB	Ganser at Mineral Point
6751	EB	Gialamas at Greenway
8742	SB	Gilbert at Gilbert
0110	WB	Gilson at Beld
0570	SB	Gilson at Cedar
0821	NB	Gilson at Cedar
0357	NB	Gilson at Olin
0694	SB	Gilson at Olin
4360	SB	Grandview at Beltline S
4466	SB	Grandview at Kingston
4914	SB	Grandview at Sandwood
4131	EB	Greenway at Applegate
4955	EB	Greenway at Fish Hatchery
1404	SB	Hamilton at Gorham
1966	SB	Hamilton at Johnson
8614	WB	Hammersley at Brookwood
8915	EB	Hammersley at Frisch
8940	WB	Hammersley at Frisch
8604	WB	Hammersley at Gilbert
8827	EB	Hammersley at Gilbert
8594	WB	Hammersley at Lewon
8721	EB	Hammersley at Lewon
8471	EB	Hammersley at Mckenna
8191	EB	Hammersley at Prairie
8738	WB	Hammersley at Prairie
8207	EB	Hammersley at Rae
8154	WB	Hammersley at Reetz
8628	WB	Hammersley at Saalsaa
8839	EB	Hammersley at Saalsaa
8661	EB	Hammersley at Whitcomb
8770	WB	Hammersley at Whitcomb
8857	EB	Hammersley at Whitney
7161	EB	Hargrove at Tulane
7926	WB	Hargrove at Tulane
8170	SB	Hathaway at Greenwich
8491	NB	Hathaway at Greenwich
8236	SB	Hathaway at Schroeder
9186	NB	Hayes at Dawn



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9396	WB	Hayes at Morningside
2500	WB	Heather at Hilldale Mall
2501	EB	Heather at Hilldale Mall
4085	NB	Helene at Britta
4582	SB	Helene at Britta
7199	EB	Helgesen at Advance
7662	WB	Helgesen at Advance
7277	EB	Helgesen at Stoughton E
9264	SB	High Crossing at Crossroads
6338	WB	High Point at Big Sky
6767	SB	High Point at Big Sky
6827	NB	High Point at D'Onofrio
6596	WB	High Point at Mineral Point
6120	NB	High Point at Old Sauk
3793	NB	Hoboken at Broadway
9741	EB	Hoepker at Merchant
5100	SB	Huxley at North Transfer
9226	SB	Independence at East Towne
3351	EB	Industrial at Royal
3538	WB	Industrial at Royal
6435	SB	Inner at Colony
6874	NB	Inner at Colony
6323	EB	Inner at Gettysburg
6752	WB	Inner at Gettysburg
6148	WB	Inner at Yellowstone
6459	EB	Inner at Yellowstone
9488	SB	International at 2901
9729	EB	International at 2901
9493	NB	International at American
9790	SB	International at American
9107	EB	International at Anderson
9562	WB	International at Anderson
9168	SB	International at Darwin
9381	EB	International at Packers
7830	SB	Inwood at Open Wood
7907	NB	Inwood at Open Wood
6858	SB	Island at Mineral Point
6997	NB	Island at Mineral Point
0650	EB	John Nolen at Rimrock
1468	WB	King at Wilson
1737	EB	King at Wilson
7919	NB	Kings Mill at Buckeye
0819	EB	Koster at Ardmore
0871	EB	Koster at Bram
0926	SB	Lake at University



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3196	WB	Lake Point at Bridge
3323	EB	Lake Point at Bridge
3216	WB	Lake Point at Hoboken
3419	EB	Lake Point at Hoboken
3100	WB	Lake Point at Weber
3101	EB	Lake Point at Weber
7416	EB	Langley at Cottontail
7558	SB	Langley at Dell
9220	WB	Lien at Eagan
9231	EB	Lien at Parkside
9524	WB	Lien at Parkside
9192	WB	Lien at Thierer
9849	EB	Lien at Thierer
9685	EB	Lien at Washington
5306	WB	Londonderry at Dryden
5356	WB	Londonderry at Packers
1823	EB	Main at Pinckney
8163	NB	Manchester at Hartford
8375	NB	Manchester at Mckee
8644	SB	Manchester at Mckee
8580	SB	Manchester at Thornebury
8747	NB	Manchester at Thornebury
8137	EB	Manchester at Westin
8306	WB	Manchester at Westin
5473	EB	Manitowish at Burning Wood
5214	SB	Manitowish at Comanche
3952	SB	Marsh at Calico
3758	SB	Marsh at Kipp
3620	SB	Marsh at Voges
3740	SB	Marsh at Yesterday
6239	EB	Masthead at Island
6564	WB	Masthead at Island
8739	NB	Mckenna at Carnwood
8194	SB	Mckenna at Lancaster
8855	EB	Mckenna at Lancaster
8985	NB	Mckenna at Pilgrim
9000	NB	Mckenna at Pilgrim
8441	EB	Mckenna at Yorktown
8818	WB	Mckenna at Yorktown
9545	EB	Melody at Independence
9313	EB	Melody at Portage
9463	EB	Melody at Stuart
5126	WB	Menomonie at Chinook
5628	WB	Menomonie at Comanche
7154	SB	Merryturn at Kevins



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7733	NB	Merryturn at Kevins
7365	NB	Merryturn at Queensbridge
7590	SB	Merryturn at Queensbridge
7214	SB	Merryturn at Retana
7447	NB	Merryturn at Retana
7699	NB	Merryturn at Spicebush
7762	SB	Merryturn at Spicebush
7230	SB	Merryturn at Sudbury
7723	NB	Merryturn at Sudbury
4342	SB	Midvale at Cherokee
4551	NB	Midvale at Cherokee
2741	NB	Midvale at Heather
2362	SB	Midvale at Hilldale Row
4355	NB	Midvale at Nakoma
2634	SB	Midvale at Odana
2194	SB	Midvale at Regent
2337	NB	Midvale at Regent
2812	SB	Midvale at University
4176	SB	Midvale at Yuma
4865	NB	Midvale at Yuma
1310	WB	Mifflin at Carroll
0104	SB	Mills at Dayton
0837	NB	Mills at Dayton
0731	NB	Mills at Regent
0392	SB	Mills at Spring
0445	NB	Mills at Spring
0256	SB	Mills at University
0773	NB	Mills at University
6941	EB	Mineral Point at Island
2638	WB	Mineral Point at Midvale
2472	WB	Mineral Point at Robin
2975	EB	Mineral Point at Robin
2647	EB	Mineral Point at Segoe
1872	SB	MLK at City-County Building
4340	WB	Mohawk at Danbury
4743	EB	Mohawk at Danbury
4851	EB	Mohawk at Nakoma
4149	EB	Mohawk at Seminole
4770	WB	Mohawk at Seminole
4916	WB	Mohawk at Whenona
4927	EB	Mohawk at Whenona
6300	WB	Nautilus at Offshore
3241	EB	Nob Hill at E A Bldg
3564	WB	Nob Hill at E A Bldg
7258	WB	North Star at Copernicus



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7443	EB	North Star at Copernicus
7531	NB	North Star at Dominion
7940	SB	North Star at Dominion
7526	WB	North Star at Orion
7931	EB	North Star at Orion
7415	NB	North Star at Sharpsburg
7778	SB	North Star at Sharpsburg
5607	EB	Northland at Delaware
5797	EB	Northland at Judy
5105	EB	Northland at Mandrake
5482	WB	Northport at Barby
5520	WB	Northport at Goodland
5138	WB	Northport at Northside Town
5414	WB	Northport at Troy
1973	NB	Oak at Commercial
1774	SB	Oak at Washington
1777	NB	Oak at Washington
1457	EB	Oakridge at Evergreen
1998	WB	Oakridge at Evergreen
1386	WB	Oakridge at Maple
1519	EB	Oakridge at Maple
1191	EB	Oakridge at Miller
1484	WB	Oakridge at Miller
2119	EB	Odana at Charles
2786	WB	Odana at Charles
2253	EB	Odana at Dearholt
2302	WB	Odana at Dearholt
2224	WB	Odana at Hilltop
2729	EB	Odana at Hilltop
2872	WB	Odana at Midvale
2801	EB	Odana at Segoe
2946	WB	Odana at Segoe
2597	EB	Odana at Wedgewood
2732	WB	Odana at Wedgewood
2379	EB	Odana at Whitney
6447	EB	Offshore at Nautilus
6244	WB	Offshore at Yellowstone
6351	EB	Offshore at Yellowstone
2513	EB	Old Middleton at Eau Claire
2902	WB	Old Middleton at Eau Claire
2235	NB	Old Middleton at Highlands
2345	NB	Old Middleton at Highlands
2391	NB	Old Middleton at Norman
2747	NB	Old Middleton at Old Sauk
6173	EB	Old Sauk at Excelsior



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6474	WB	Old Sauk at Excelsior
6588	WB	Old Sauk at High Point
0424	WB	Olin at Colby
0602	WB	Olin at Gilson
0192	WB	Olin at Hickory
0674	WB	Olin at John Nolen
0346	WB	Olin at Lake
0522	WB	Olin at Quann
1278	SB	Packers at Commercial
8200	WB	Pilgrim at Mckenna
8551	EB	Pilgrim at Pilgrim
8654	WB	Pilgrim at Pilgrim
8308	WB	Pilgrim at Prairie
8149	EB	Pilgrim at Sara
8304	WB	Pilgrim at Sara
1495	NB	Pinckney at Mifflin
8548	WB	Piping Rock at Brookwood
8960	SB	Piping Rock at Hathaway
9282	SB	Portage at Derek
9834	WB	Portage at Hayes
9494	SB	Portage at Rieder
9154	WB	Portage at Tomscot
9132	WB	Portage at Village
4268	WB	Post at Latham
4945	EB	Post at Todd
4322	WB	Post at Watford
8664	SB	Prairie at Hammersley
8253	NB	Prairie at Jacobs
8956	SB	Prairie at Jacobs
8919	NB	Prairie at Lomax
8944	SB	Prairie at Lomax
8592	WB	Prairie at Maple Valley
8849	EB	Prairie at Maple Valley
8829	NB	Prairie at Pilgrim
8157	NB	Prairie at Pioneer
8606	SB	Prairie at Pioneer
8239	NB	Prairie at Raymond
8826	SB	Prairie at Raymond
8230	WB	Prairie at Waterford
8617	EB	Prairie at Waterford
6868	WB	Q Hammons at H C Bldg
0245	NB	Randall at Engineering
6277	NB	Randolph at Tree
6450	SB	Randolph at Tree
6130	SB	Randolph at Westward



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6253	NB	Randolph at Westward
8478	EB	Rayovac at Exact
8931	WB	Rayovac at Exact
8145	NB	Rayovac at Schroeder
2138	WB	Regent at Eau Claire
2477	EB	Regent at Eau Claire
2196	WB	Regent at Glen
2639	EB	Regent at Glen
2153	EB	Regent at Kenosha
2228	WB	Regent at Kenosha
0608	WB	Regent at Park
2515	EB	Regent at Rennebohm
2796	WB	Regent at Rennebohm
2183	EB	Regent at Rock
2278	WB	Regent at Rock
2109	EB	Regent at Rosa
2840	WB	Regent at Segoe
2201	EB	Regent at Whitney
2366	WB	Regent at Whitney
1260	SB	Rogers at Rutledge
2400	SB	Rosa at Driftwood
2603	NB	Rosa at Driftwood
2385	NB	Rosa at Marconi
2944	SB	Rosa at Marconi
2535	NB	Rosa at Mineral Point
2567	NB	Rosa at Old Middleton
2824	WB	Rosa at Old Middleton
2351	NB	Rosa at Regent
2738	SB	Rosa at Regent
2162	SB	Rosa at Stadium
2449	NB	Rosa at Stadium
1410	WB	Roth at Ruskin
0150	SB	Rusk at Nygard
0294	SB	Rusk at Rusk
1448	WB	Rutledge at Rogers
1256	SB	Rutledge at Walton
1695	NB	Rutledge at Walton
6615	EB	Sawmill at Gammon
6854	WB	Sawmill at Gammon
6780	WB	Sawmill at Ramsgate
6817	EB	Sawmill at Ramsgate
6309	EB	Sawmill at Westfield
6910	WB	Sawmill at Westfield
5173	NB	School at Fulton
5620	SB	School at Fulton



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5127	NB	School at Havey
5814	SB	School at Havey
5370	SB	School at Northland
5625	NB	School at Northland
5765	NB	School at Northport
2701	NB	Science at Science
2982	SB	Science at Science
2344	WB	Science at W Health
2625	EB	Science at W Health
2115	EB	Science at Whitney
2199	NB	Segoe at Heather
2752	SB	Segoe at Heather
2219	NB	Segoe at Regent
4830	SB	Seminole at Doncaster
4929	NB	Seminole at Doncaster
7465	EB	Severn at Thompson
7624	WB	Severn at Thompson
5816	SB	Sherman at Delaware
1296	SB	Sherman at Mcguire
5741	NB	Sherman at Northport
1838	SB	Sherman at Sherman
5236	SB	Sherman at Tennyson
1354	SB	Sherman at Thornton
5444	SB	Sherman at Wheeler
1762	SB	Sixth at Washington
3235	SB	Ski at Novation
3371	NB	Ski at Novation
1304	WB	Spaight at Dickinson
1813	EB	Spaight at Dickinson
7752	SB	Sprecher at Dominion
0750	WB	Spring at Park
9310	SB	Springs at Cracker Barrel
9140	EB	Springs at High Crossing
9620	WB	Springs at Plumbers 75
7180	WB	Starker at Acewood
7188	WB	Starker at Angel Crest
7343	EB	Starker at Angel Crest
7601	EB	Starker at Vondron
7766	WB	Starker at Vondron
7513	EB	Starker at Woodvale
7916	WB	Starker at Woodvale
1558	WB	State at Dayton
0506	WB	State at Frances
0505	EB	State at Gilman
0688	WB	State at Gilman



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0549	EB	State at Gorham
0803	EB	State at Johnson
0898	WB	State at Johnson
0265	EB	State at Lake
4415	EB	Stewart at Latham
7168	WB	Stoughton E at Dean East
7645	EB	Stoughton E at Dean East
7489	NB	Stoughton E at Helgesen
7384	SB	Stoughton W at Pflaum
7807	NB	Stoughton W at Pflaum
7802	SB	Stoughton W at Tompkins
8650	SB	Struck at Watts
9811	NB	Swanton at Easley
9880	SB	Swanton at Easley
9167	NB	Swanton at Milwaukee
9174	SB	Swanton at Milwaukee
9652	WB	Swanton at Thompson
9113	EB	Terrace at 5117
9527	SB	Terrace at Eastpark
9581	NB	Terrace at Herzing
9901	NB	Terrace at W Health
7680	SB	Thompson at 1306
7151	NB	Thompson at 1309
7255	NB	Thompson at Buckeye
7792	SB	Thompson at Buckeye
7117	NB	Thompson at Droster
7906	SB	Thompson at Droster
7550	WB	Thompson at Forge
7895	EB	Thompson at Forge
7507	NB	Thompson at Grafton
7840	SB	Thompson at Grafton
9181	EB	Thompson at Kurt
9234	WB	Thompson at Kurt
9323	EB	Thompson at Meadows
9604	WB	Thompson at Meadows
7310	SB	Thompson at Milwaukee
9785	NB	Thompson at Milwaukee
7325	NB	Thompson at Rustic Wood
7760	SB	Thompson at Rustic Wood
9277	NB	Thompson at Swanton
9568	SB	Thompson at Swanton
7661	EB	Thompson at Vondron
2248	SB	Toepfer at Birch
2435	NB	Toepfer at Meyer
2874	SB	Toepfer at Mineral Point



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2174	SB	Toepfer at Saint Clair
2387	NB	Toepfer at Saint Clair
2316	SB	Toepfer at Tokay
2889	NB	Toepfer at Tokay
2233	EB	Tokay at Chatham
2336	WB	Tokay at Chatham
2390	WB	Tokay at Frederick
2431	EB	Tokay at Frederick
2111	EB	Tokay at Midvale
6265	NB	Tokay at Odana
6296	WB	Tokay at W Research Park
6423	NB	Tokay at W Research Park
6100	WB	Tokay at West Transfer
7272	WB	Tompkins at Alder
7917	EB	Tompkins at Alder
7653	EB	Tompkins at Groveland
7758	WB	Tompkins at Groveland
7260	WB	Tompkins at Herro
7903	EB	Tompkins at Herro
7287	EB	Tompkins at Maher
7494	WB	Tompkins at Maher
7525	EB	Tompkins at Stoughton W
6787	NB	Towne Ring at Chilis
9800	NB	Towne Ring at Towne Mall
6681	EB	Tree at High Point
6499	EB	Tree at Westfield
2370	WB	University at Segoe
2465	EB	University at University Bay
2359	EB	University at Whitney
2601	NB	University Row at University
3487	NB	Valor at Eagles Perch
3799	NB	Valor at Meinders
3273	WB	Valor at Star Spangled
3645	NB	Valor at Valor
4714	WB	Verona E at Red Arrow
7987	NB	Vondron at A T C P Bldg
7213	NB	Vondron at Buckeye
7764	SB	Vondron at Buckeye
7822	SB	Vondron at Dolores
7861	NB	Vondron at Dolores
7583	NB	Vondron at Mustang
7223	NB	Vondron at Thompson
1214	WB	Washington at Blair
0113	EB	Washington at Brittingham
0770	WB	Washington at Brittingham



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1790	WB	Washington at Fairchild
0633	EB	Washington at Park
0225	EB	Washington at Park View
0516	WB	Washington at Regent
9133	EB	Washington at Reindahl
9344	WB	Washington at Reindahl
9225	EB	Washington at Schmedeman
9750	WB	Washington at Schmedeman
9897	EB	Washington at Wright
9161	NB	Washington N at Springs
8751	EB	Waterford at Manchester
4712	SB	Watford at Stewart
8313	EB	Watts at Struck
8582	WB	Watts at Struck
8409	EB	Watts at Woodmans
1135	NB	Webster at Mifflin
6281	EB	West Towne at D'Onofrio
6533	EB	West Towne at Kohls
	NB	Westfield at Mineral Point
6327	NB	Westfield at Old Sauk
6466	SB	Westfield at Old Sauk
8845	EB	Westin at Maple Grove
5349	EB	Wheeler at Comanche
5299	EB	Wheeler at Delaware
5702	WB	Wheeler at Delaware
5347	EB	Wheeler at Golf View
5845	EB	Wheeler at Ilene
5725	EB	Wheeler at Wheeler
4122	SB	Whenona at Beltline S
4957	NB	Whenona at Beltline S
4643	NB	Whitney at Kroncke
4654	SB	Whitney at Kroncke
2383	NB	Whitney at Medical
8428	SB	Whitney at Raymond
2225	NB	Whitney at Sheboygan
2630	SB	Whitney at Sheboygan
2324	SB	Whitney at Westgate
1480	WB	Williamson at Blount
0313	EB	Wilson at Bassett
0248	WB	Wilson at Carroll
1839	EB	Wilson at Franklin
1499	NB	Winnebago at Atwood
1343	NB	Winnebago at Fourth
1538	SB	Winnebago at Fourth
1202	SB	Winnebago at Lafollette



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1659	NB	Winnebago at Lafollette
1262	SB	Winnebago at Linden
1575	NB	Winnebago at Linden
7815	EB	World Dairy at Dairy
9917	WB	Zeier at Global Market
9863	NB	Zeier at Springs

Fitchburg

Stop ID	Direction	Stop Name
4436	WB	Brendan at Chapel Valley
4701	EB	Brendan at Chapel Valley
4999	EB	Brendan at Mickelson
5000	EB	Brendan at Mickelson
4218	SB	Carling at Verona E
4197	NB	Chapel Valley at Mckee
4522	SB	Chapel Valley at Mckee
4282	WB	Cheryl at Fish Hatchery
4769	EB	Crescent at Red Arrow
4856	WB	Crescent at Red Arrow
4821	NB	Fish Hatchery at Cheryl
4936	SB	Fish Hatchery at Cheryl
4625	NB	Fish Hatchery at Lacy
4902	WB	Fish Hatchery at Mckee
4862	SB	Fish Hatchery at Mickelson
4138	WB	Hardrock at Limestone
4641	EB	Hardrock at Limestone
4711	NB	Hardrock at Mckee
4822	SB	Hardrock at Mckee
4182	WB	High Ridge at Cahill
4993	NB	King James at Anton
4151	EB	King James at King James
4450	WB	King James at King James
4258	SB	King James at Williamsburg
4589	NB	King James at Williamsburg
4573	EB	Lovell at Chalet Gardens
4963	EB	Mckee at Chapel Valley
4485	EB	Mckee at Fitchrona
4995	EB	Mckee at Kapec
4260	WB	Mckee at Kapec
4935	EB	Mckee at Osmundsen
4476	WB	Mckee at Osmundsen
4241	EB	Mckee at Richardson
4592	WB	Mckee at Richardson
4337	EB	Mckee at Seminole



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4842	WB	Mckee at Seminole
4301	NB	Mickelson at Brendan
4395	EB	Mickelson at Fish Hatchery
4824	WB	Mickelson at Fish Hatchery
4163	NB	Mickelson at Walkway
4660	SB	Mickelson at Walkway
4953	EB	Post at Coho
4910	WB	Post at Index
4191	NB	Red Arrow at Jenewein
4202	SB	Red Arrow at Jenewein
4333	NB	Red Arrow at Pawnee
4580	SB	Red Arrow at Pawnee
4550	SB	Research Park at Cheryl
4766	SB	Research Park at Lacy
4788	SB	Royal Wulff at High Ridge
4171	NB	Whitney at Williamsburg
4972	WB	Williamsburg at Whitney

Middleton

Stop ID	Direction	Stop Name
6232	WB	Airport at Deming
6369	EB	Airport at Deming
6553	EB	Airport at Nursery
6922	WB	Airport at Nursery
6359	EB	Century at Laura
6704	WB	Century at Laura
6264	WB	Century at Parmenter
6924	SB	Deming at Discovery
6240	WB	Deming at Market
6231	EB	Deming at Murphy
6111	NB	Deming at Park Bank
6470	SB	Deming at Park Bank
6673	EB	Discovery at Deming
6363	EB	Discovery at Parmenter
6798	WB	Discovery at Parmenter
6526	WB	Donna at Century
6943	EB	Donna at Century
6157	EB	Donna at Northbrook
6372	WB	Donna at Northbrook
6484	WB	Donna at Park
6989	EB	Donna at Park
6853	EB	Donna at Parmenter
6109	EB	Fortune at Sweeney
6364	WB	Fortune at Sweeney



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6458	WB	Franklin at Bristol
6927	EB	Franklin at Bristol
6421	EB	Franklin at Parmenter
6750	NB	Gialamas at Deming
6354	WB	Greenway at Aspen
6889	EB	Greenway at Aspen
6355	EB	Greenway at Deer Creek
6838	WB	Greenway at Deming
6141	NB	Greenway at Gialamas
6282	SB	Greenway at Gialamas
6906	WB	Greenway at Le Silve
6965	EB	Greenway at Q Hammons
6392	SB	High Point at Greenway
6825	NB	High Point at Greenway
6602	WB	Holiday at Q Hammons
6138	WB	Market at Aspen
6723	EB	Market at Aspen
6311	EB	Market at Deming
6644	WB	Mendota at Allen
6406	WB	Mendota at Gateway
6915	EB	Mendota at Gateway
6142	WB	Mendota at University
6717	EB	Mendota at University
6196	SB	Middleton at South
6947	NB	Middleton at South
6345	NB	Middleton at Voss
6438	WB	Montclair at Pleasant View
6591	EB	Montclair at Pleasant View
6808	WB	Murphy at Deming
6226	WB	Murphy at Eagle
6415	EB	Murphy at Eagle
6475	NB	Northbrook at Century
6758	SB	Northbrook at Century
6529	NB	Northbrook at Donna
6386	SB	Park at Donna
6146	SB	Park at Pheasant Branch
6635	NB	Park at Pheasant Branch
6208	SB	Park Lawn at Franklin
6639	NB	Park Lawn at Franklin
6471	NB	Park Lawn at Maywood
6856	SB	Park Lawn at Maywood
6163	NB	Parview at Murphy
6844	SB	Parview at Murphy
6270	SB	Pinehurst at Greenview
6655	NB	Pinehurst at Greenview



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6479	NB	Pleasant View at Airport
6908	SB	Pleasant View at Airport
6182	SB	Pleasant View at Fairway
6775	NB	Pleasant View at Fairway
6652	SB	Pleasant View at T C Building
6851	NB	Pleasant View at T C Building
6884	SB	Q Hammons at Greenway
6811	NB	Q Hammons at Holiday
6918	WB	Q Hammons at Holiday
6433	EB	Quarry at Research
6562	WB	Quarry at Research
6150	WB	Terrace at High Point
6313	EB	Terrace at High Point
6592	WB	Terrace at Middleton
6785	EB	Terrace at Middleton
6441	EB	Terrace at Parmenter
6966	WB	Terrace at Parmenter
6698	WB	University at Allen
6213	SB	University at Branch
6162	WB	University at Bristol
6643	EB	University at Bristol
6147	WB	University at Gateway
6322	SB	University at Gateway
6335	WB	University at Lakeview
6420	EB	University at Maple
6134	WB	University at Park
6542	WB	University at Parmenter
6607	EB	University at Parmenter
6828	WB	University Green at Pleasant View
6845	EB	University Green at Pleasant View
6325	EB	Voss at Middleton

Monona

Stop ID	Direction	Stop Name
3240	WB	Industrial at South Towne
3931	EB	Industrial at South Towne

Shorewood Hills

Stop ID	Direction	Stop Name
2698	WB	University at University Bay

Sun Prairie



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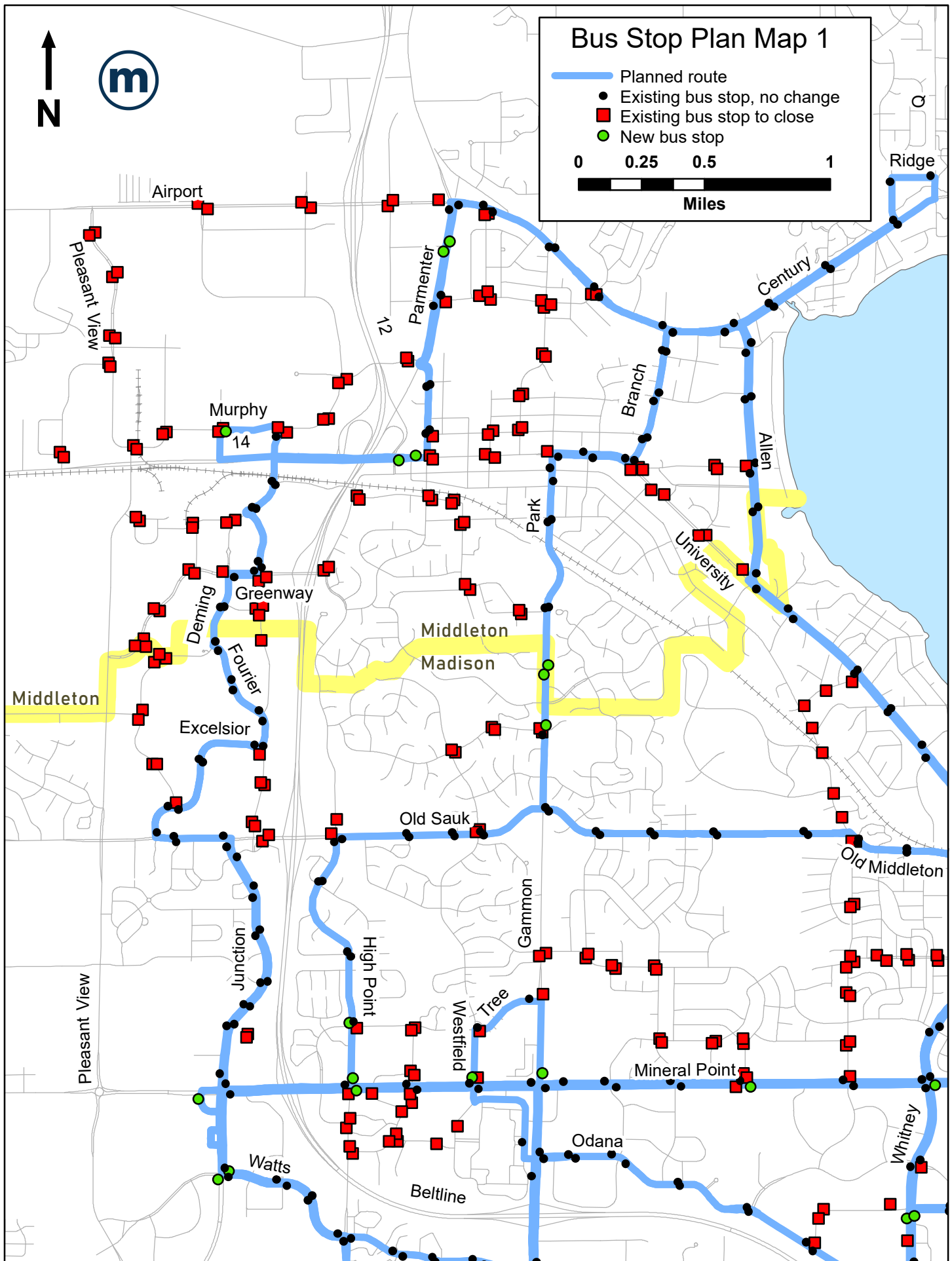
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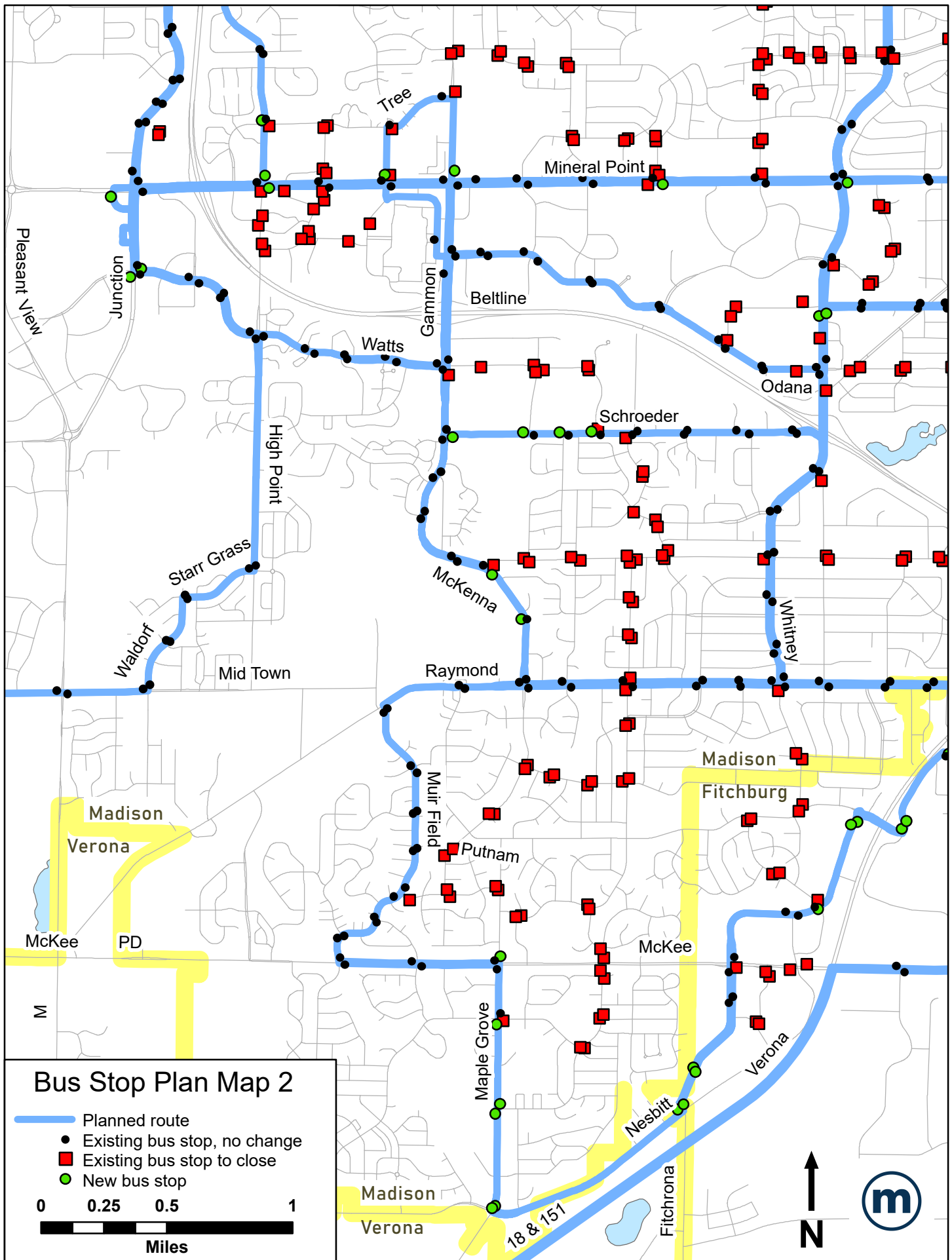
W: mymetrobus.com

Stop ID	Direction	Stop Name
9148	WB	Blue Aster at Grand
9726	WB	Blue Aster at Legacy
9953	EB	Blue Aster at Legacy
9894	SB	Hoepker at Legacy
9580	WB	Hoepker at Merchant
9418	SB	Hoepker at Prairie Lakes
9639	NB	Hoepker at Prairie Lakes
9227	NB	Legacy at Hoepker
9258	WB	Main at Grand
9242	WB	Main at Highway Ramp
9871	EB	Main at Highway Ramp
9504	WB	Main at Thompson

Westport

Stop ID	Direction	Stop Name
5982	WB	Wheeler at Ilene



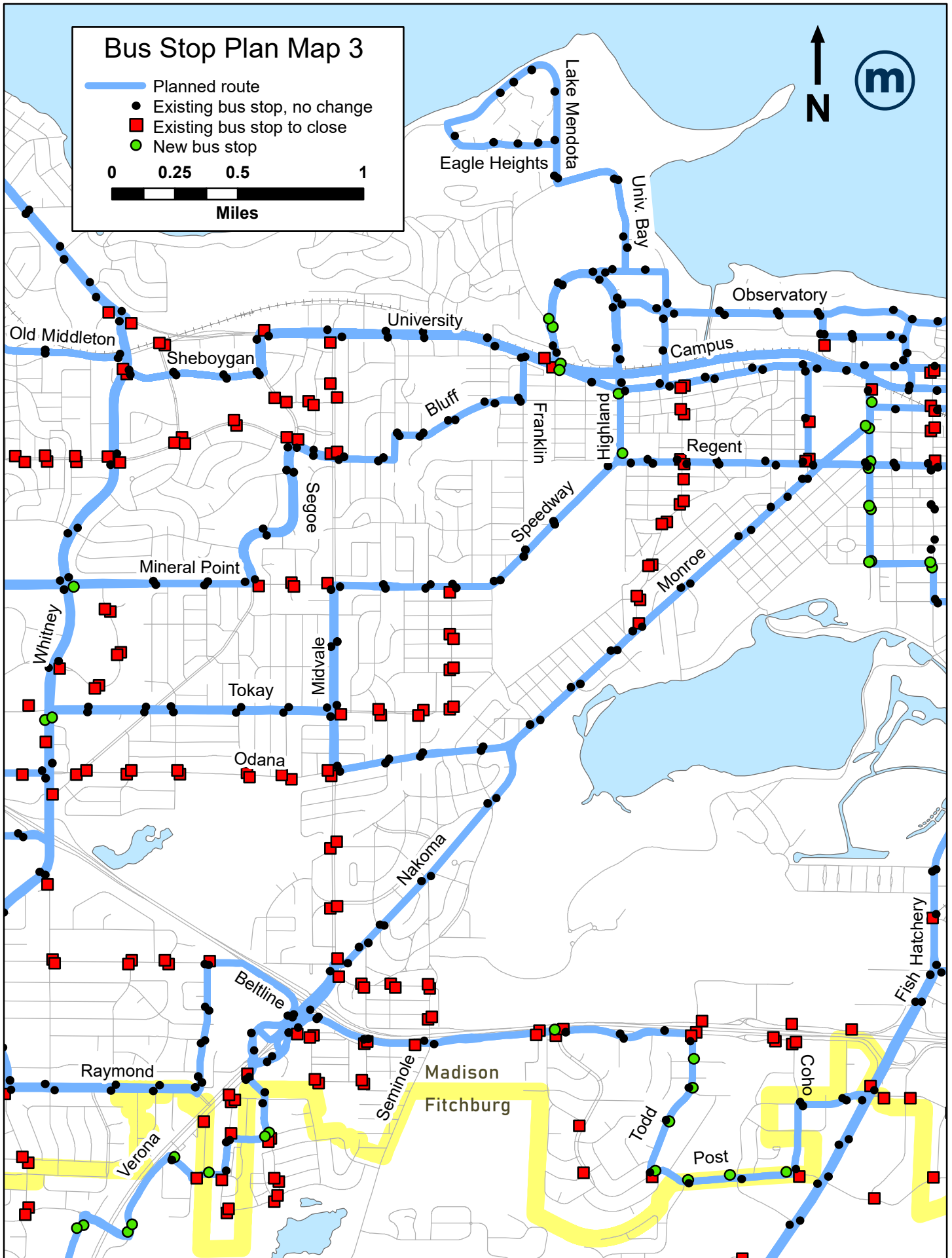


Bus Stop Plan Map 3

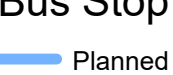
- Planned route
- Existing bus stop, no change
- Existing bus stop to close
- New bus stop

0 0.25 0.5 1

Miles




Bus Stop Plan Map 4



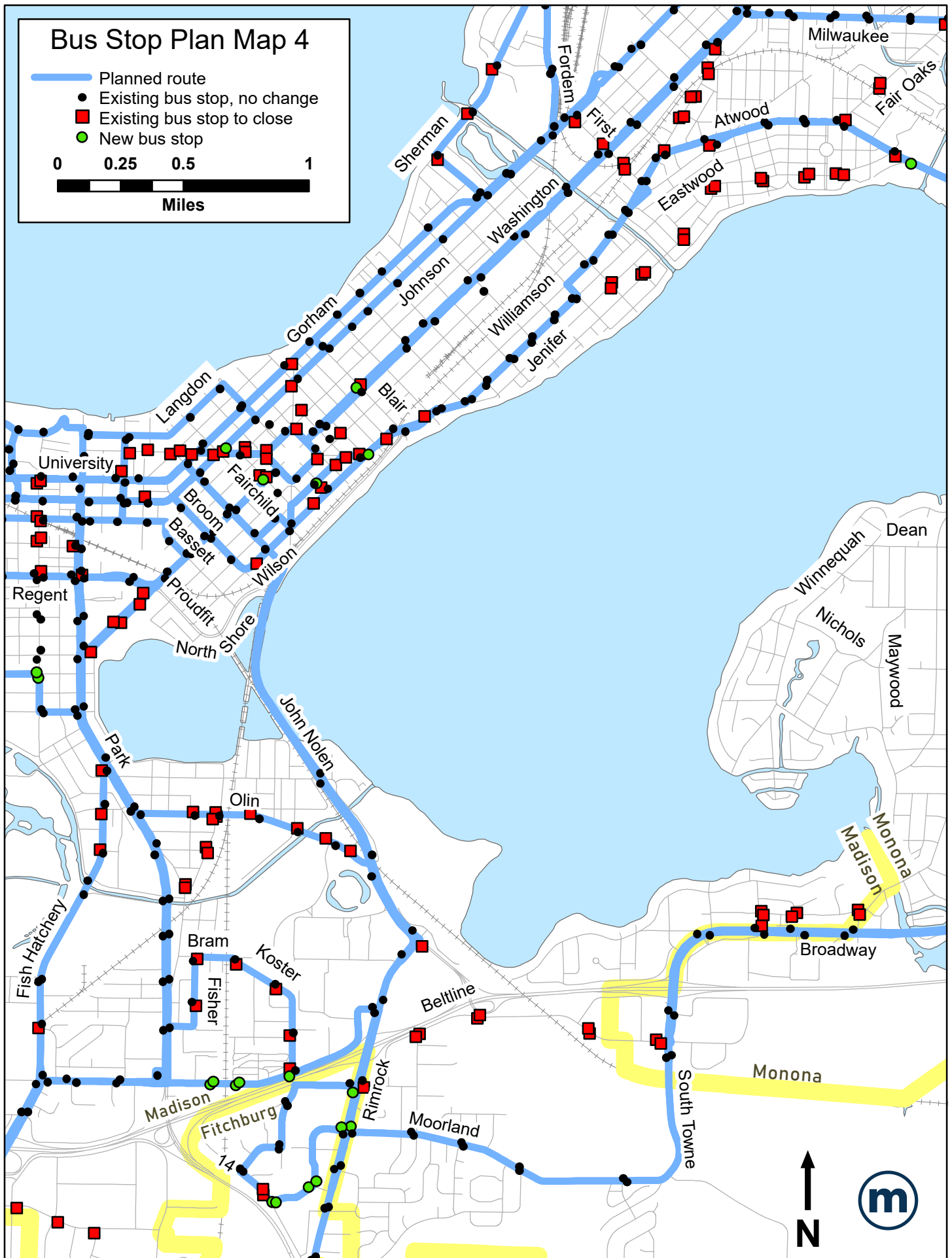
Legend:

- Planned route
- Existing bus stop, no change
- Existing bus stop to close
- New bus stop

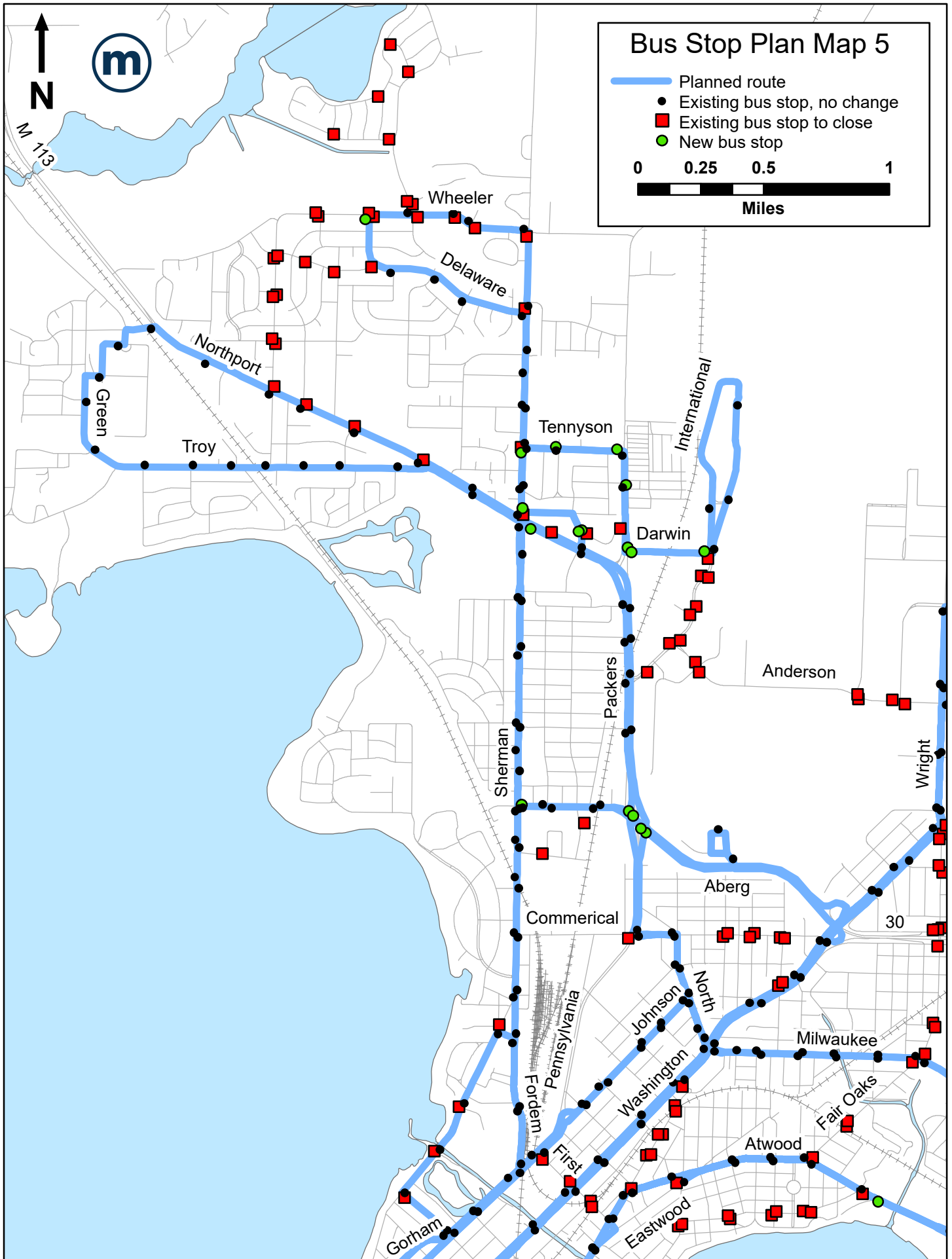


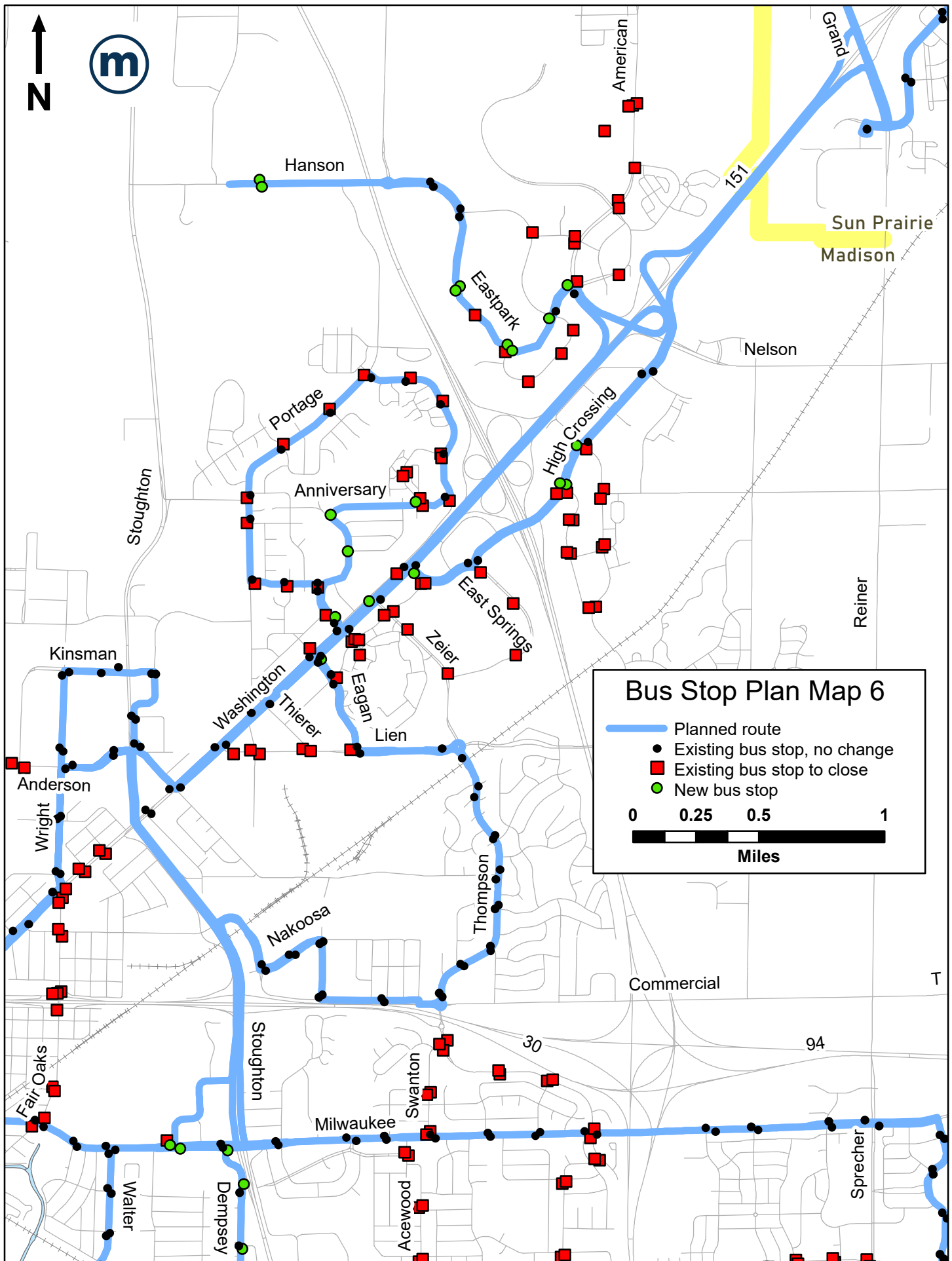
0 0.25 0.5 1

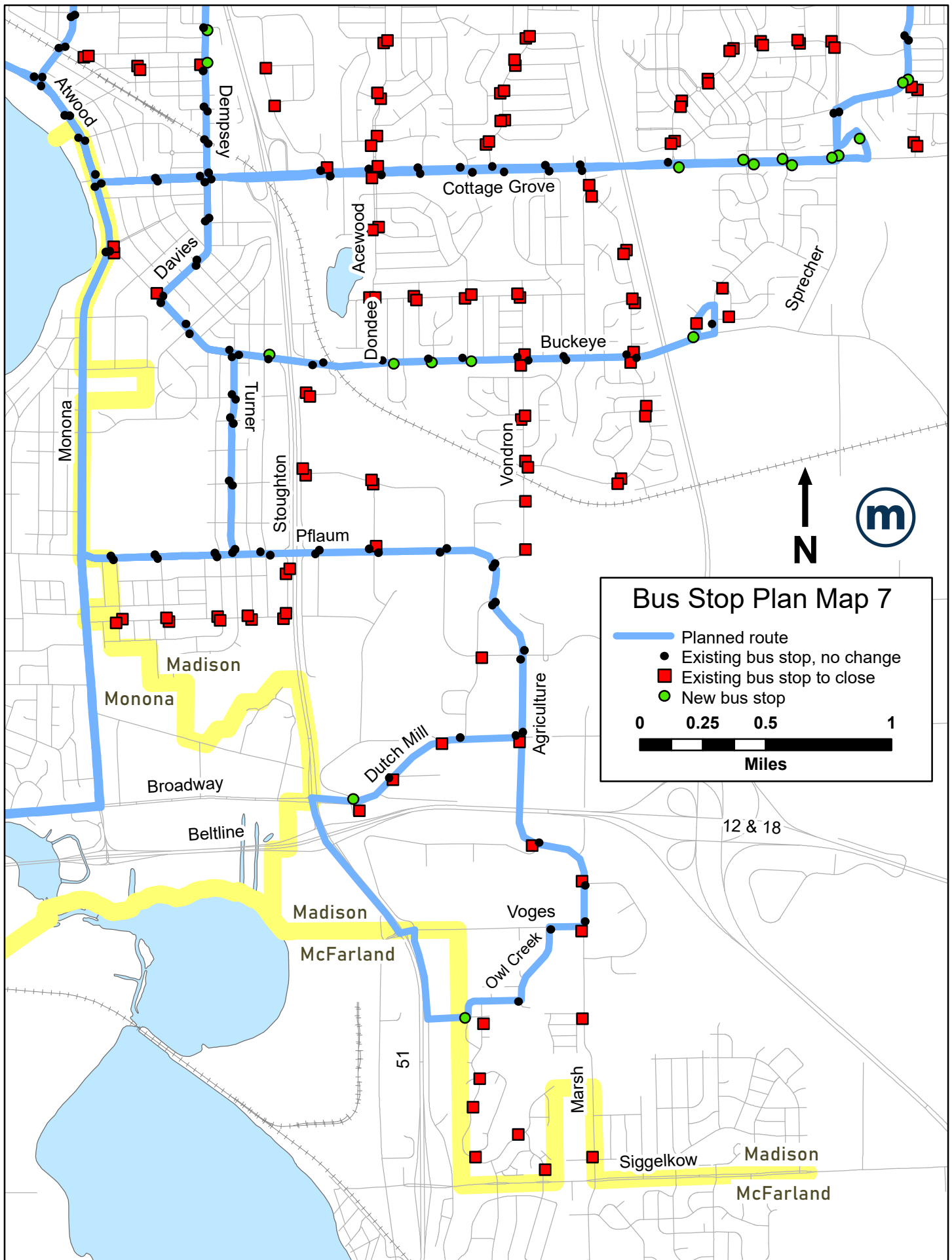
Miles



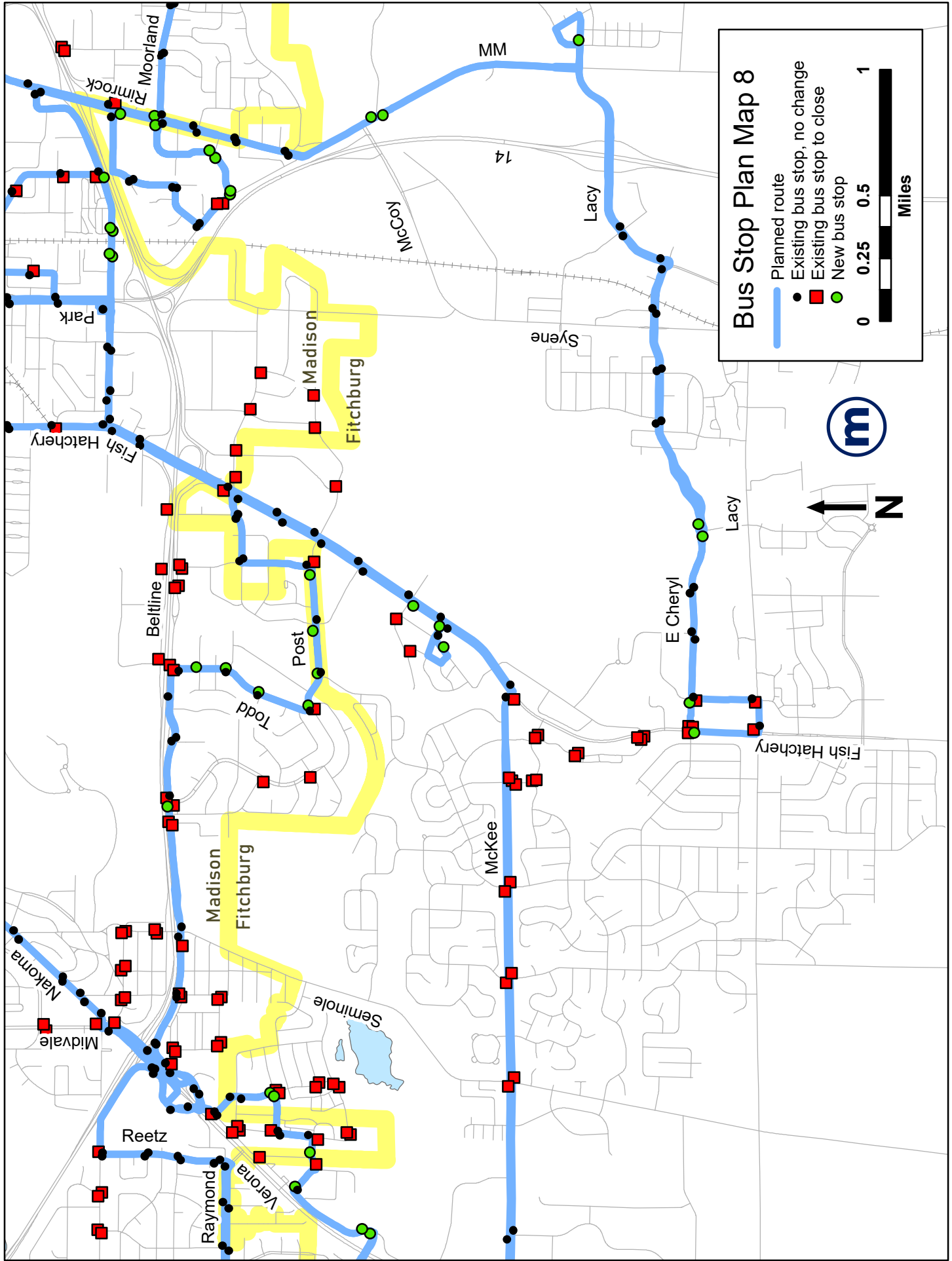
Routes and bus stops in Monona to be determined.







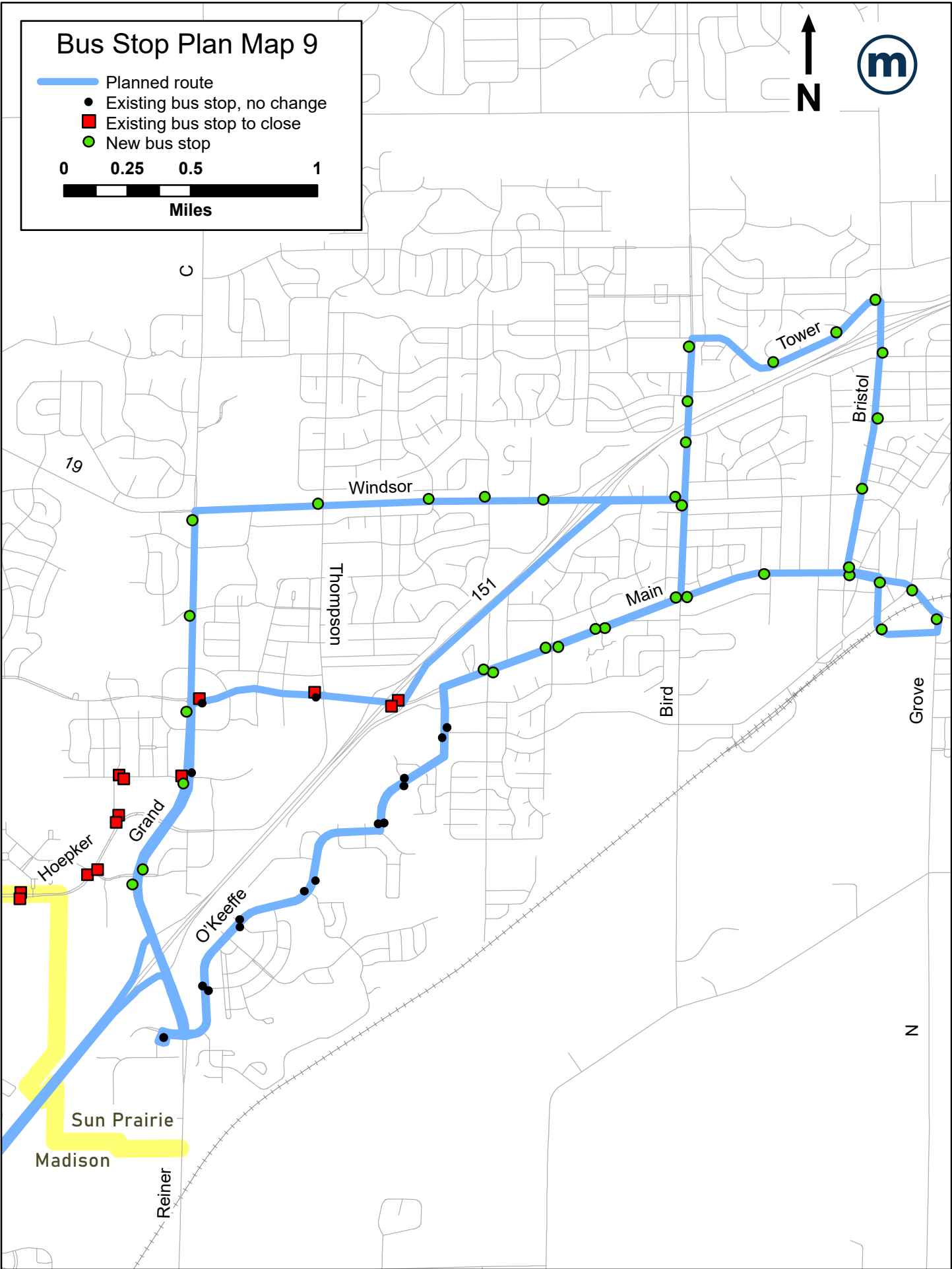
Routes and bus stops in Monona to be determined.



Bus Stop Plan Map 8

- Planned route
- Existing bus stop, no change
- Existing bus stop to close
- New bus stop

0 0.25 0.5 1 Miles



Planned routes and stops in Sun Prairie are conceptual and subject to change.



Route Names

Metro Public Hearing – Redesign Items
Wednesday, November 9 – 6:00 pm

Updates Since Public Hearing Process

- To better organize information, some route names have been updated from how they were listed in original public hearing materials.
- Some routes have been added due Sun Prairie and Monona considering additional contracted service.
- To designate peak hour routes, some names have changed to 2-digit numbers.

June 22	Final Plan
R	R1
Y	R2
X	J
Z	65
W	28
V	38
-	C3 added (Monona)
-	S added (Sun Prairie)
-	W added (Sun Prairie)

DRAFT First and Last Full Trips and Frequency for Transportation Commission													
Base Route	First Trip Start				Last Trip Start				Frequency, in Minutes**				
	Weekdays		Weekends*		Weekdays		Weekends*		Weekday		Saturday		Sunday
	WB	EB	WB	EB	WB	EB	WB	EB	Peak	Base	Peak	Base	Base
A BRT (Main Line)	Trip start times are reflective of their respective branches								15	30	15	30	30
A1 BRT (Branch): Sun Prairie	6:00	5:15	6:00	5:15	10:30 PM	10:30 PM	9:30 PM	9:30 PM	30	60	30	60	60
A2 BRT (Branch): Hanson Rd	5:45	5:30	5:45	5:30	11:00 PM	11:00 PM	10:00 PM	10:00 PM	30	60	30	60	60
B: N. Madison-S. Madison BRT	NB	SB	NB	SB	NB	SB	NB	SB	Peak	Base	Peak	Base	Base
	5:15	5:00	5:15	5:00	11:00 PM	11:00 PM	10:00 PM	10:00 PM	15	30	15	30	30
	WB	EB	WB	EB	WB	EB	WB	EB	Peak	Base	Peak	Base	Base
C: Main Line	Trip start times are reflective of their respective branches								15	30	30	30	30
C1: Cottage Grove/UW Hospital	5:00	5:45	5:30	6:15	10:30 PM	11:00 PM	9:30 PM	10:00 PM	30	60	60	60	60
C2: Buckeye/UW Hospital	5:15	6:00	5:45	6:45	9:30 PM	10:00 PM	8:30 PM	9:00 PM	60	60	60	60	60
C3: Monona/UW Hospital	Pending	Pending	Pending	Pending	Pending	Pending	Pending	Pending	60	60	Pending	Pending	Pending
D: Main Line	Trip start times are reflective of their respective branches								15	30	30	30	30
D1: Watts/Milwaukee	5:15	5:15	5:45	5:45	10:30 PM	11:00 PM	9:30 PM	10:00 PM	30	60	60	60	60
D2: Airport/McKee	5:00	5:15	5:30	5:45	10:00 PM	10:30 PM	9:00 PM	9:30 PM	30	60	60	60	60
E: McKee/Capitol Square	5:45	5:30	6:45	6:30	11:00 PM	11:00 PM	10:00 PM	10:00 PM	30	60	60	60	60
F: Middleton/Capitol Sq	6:00	5:00	6:45	6:00	11:00 PM	11:00 PM	10:00 PM	10:00 PM	30	30	30	30	30
G: East Towne/S. Madison	5:30	5:30	6:00	6:00	11:00 PM	11:00 PM	10:00 PM	10:00 PM	30	30	30	30	30
H: West Towne/S. Madison	5:30	5:30	6:00	6:00	11:00 PM	11:00 PM	10:00 PM	10:00 PM	30	30	30	30	30
J: West Towne/UW Hospital	6:00	6:00	6:00	6:00	10:00 PM	10:30 PM	9:00 PM	9:30 PM	30	60	60	60	60
L. N. Madison-Owl Creek	6:00	6:00	7:00	7:00	9:30 PM	9:30 PM	8:30 PM	8:30 PM	60	60	60	60	60
O: UW Campus/S. Madison	NB	SB	NB	SB	NB	SB	NB	SB	Peak	Base	Peak	Base	Base
	5:30	6:00	6:30	7:00	9:30 PM	9:30 PM	8:30 PM	8:30 PM	60	60	60	60	60
	WB	EB	WB	EB	WB	EB	WB	EB	Peak	Base	Peak	Base	Base
P: East Towne-Portage Loop	5:15	-	5:45	-	11:45 PM	-	10:45 PM	-	30	30	30	30	30
R: Main Line	Trip start times are reflective of their respective branches								30	30	30	30	30
R1: Junction P&R/Capitol Sq	6:45	5:45	7:15	6:45	11:00 PM	10:30 PM	10:00 PM	9:30 PM	60	60	60	60	60
R2: South Ridge/Capitol Sq	6:15	5:15	6:45	6:15	11:30 PM	10:30 PM	10:30 PM	9:30 PM	60	60	60	60	60
S: Sun Prairie Large Loop	Pending	Pending	Pending	Pending	Pending	Pending	Pending	Pending	60	60	60	60	60
W: Sun Prairie Short Loop	Pending	Pending	-	-	Pending	Pending	-	-	30	-	-	-	-

Start/end times may change by +/- 15 minutes as part of implementation period efficiencies.

*Sunday Last Trips end one hour earlier, **Peak Frequencies are subject to change pending our ongoing overload and ridership analysis.

DRAFT First and Last Full Trips and Frequency for Transportation Commission							
Peak Routes	First Trip Start		Last Trip Start		Frequency**		
	Weekdays		Weekdays				
	WB	EB	WB	EB	Session	Recess	
	28: Gorham Commuter	7:00	2:00 PM	10:00	6:30 PM	15	30
	38: Jenifer Commuter	7:00	2:00 PM	10:00	6:00 PM	15	30
	NB	SB	NB	SB	Peak	Base	
55: Verona/Junction	Pending	Pending	Pending	Pending	Pending	Pending	
65: Lacy/UW via Downtown	6:30	6:00	5:00 PM	5:30 PM	30	-	
75: Capitol Sq/Verona	Pending	Pending	Pending	Pending	Pending	Pending	

Start/end times may change by +/- 15 minutes as part of implementation period efficiencies.

**Peak Frequencies are subject to change pending our ongoing overload and ridership analysis.

No proposed changes are being made to the 80 series routes funded by the University of Wisconsin or the Madison Municipal School District Dodger routes