



Virtual Public Meeting

North-South BRT

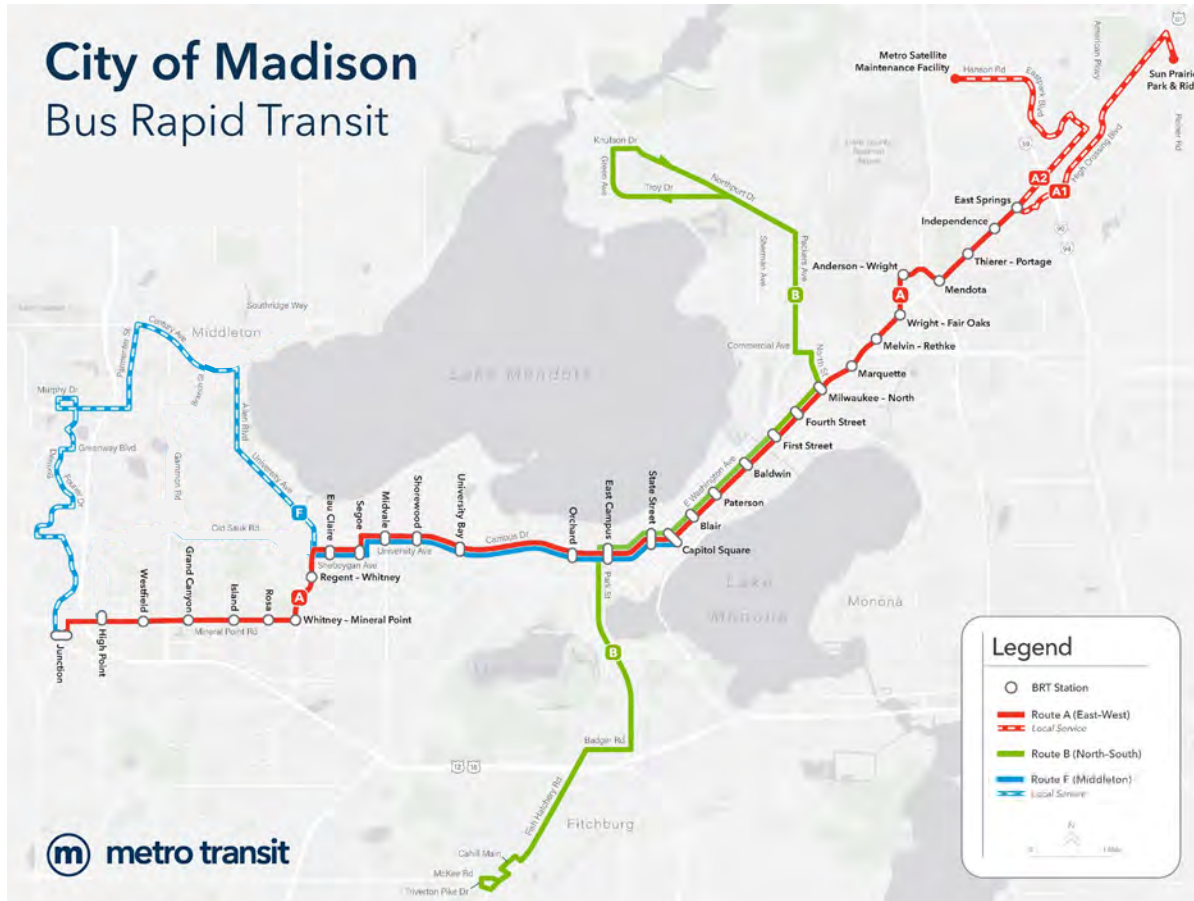
April 30, 2025

madisonbrt.com

brt@cityofmadison.com



About North-South Bus Rapid Transit



Rapid Route B is Metro Transit's 2nd bus rapid transit route

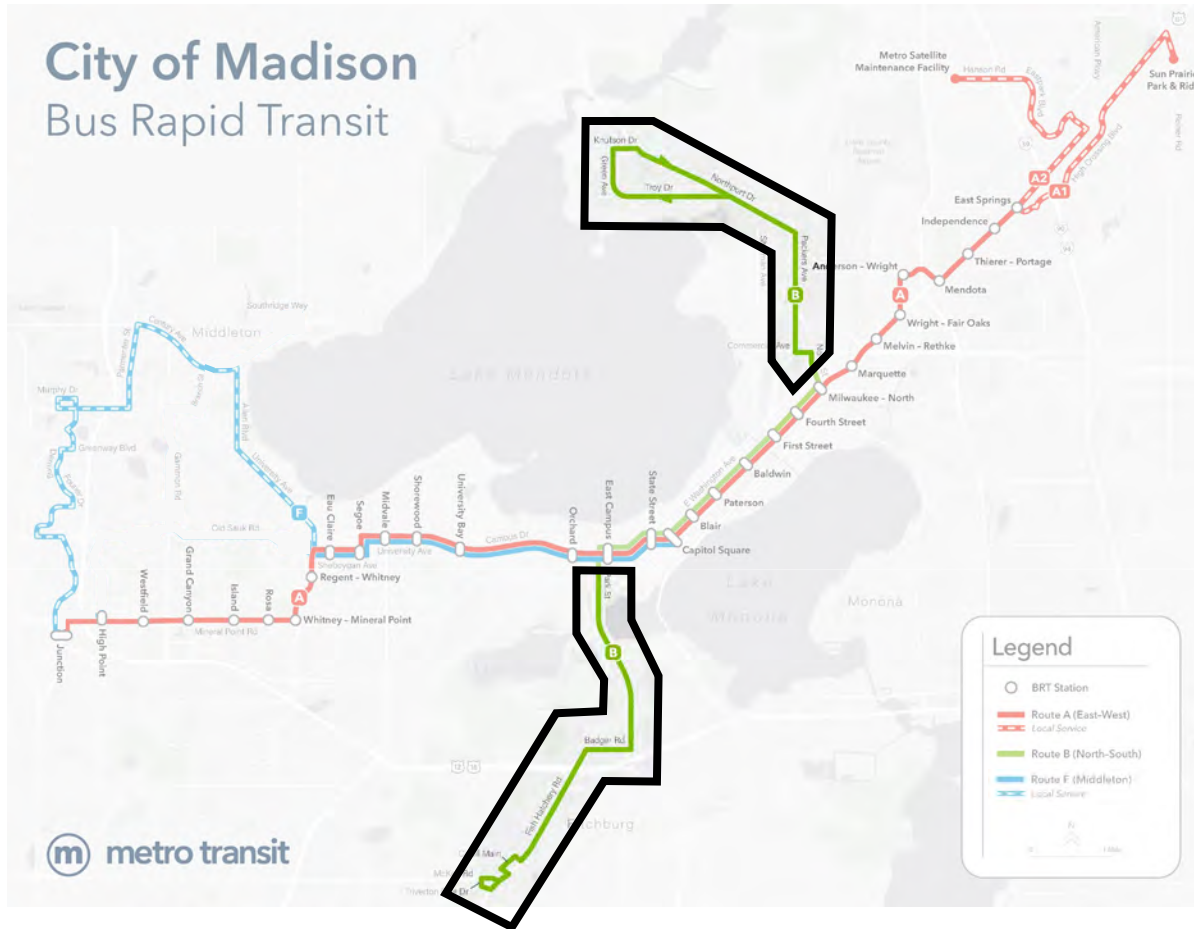
About 9.1 miles of new BRT runningway

23 new stations

Shares 3.5 miles and 9 stations with Rapid Route A through the isthmus

The Locally Preferred Alternative was adopted in 2024

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BRT features

North-South BRT project



Dedicated lanes with fewer stops



High-quality stations with raised platforms



Priority at traffic signals

Already implemented



Service every 15 minutes during most of the day



Faster fare payment



All-electric 60-foot buses (purchased with east-west BRT project)

Bus lanes and stations will be built



Buses are already in service



Update on federal funding

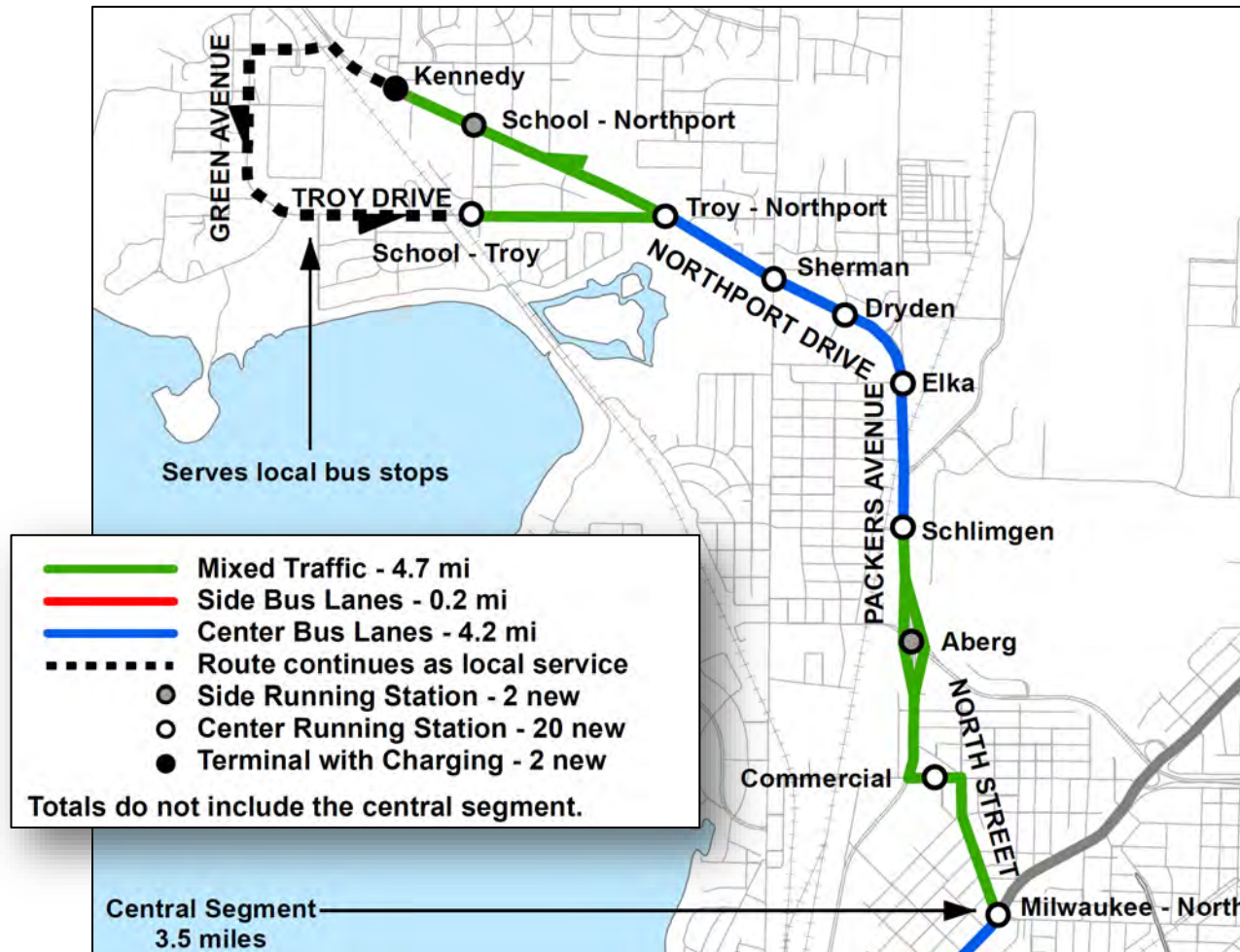


- Project is currently in the FTA's pipeline for Small Starts funding, project is moving forward.
- Various alternative approaches to funding and design are possible if this changes.

North-South BRT project status

- Locally preferred alternative (LPA) complete – identifies mode, route, station locations, and general runningway characteristics
- **30 percent design – rough design process that explores options for station and lane layouts**
- Final design – fine tunes preliminary design (60, 90, 100%)
- Construction

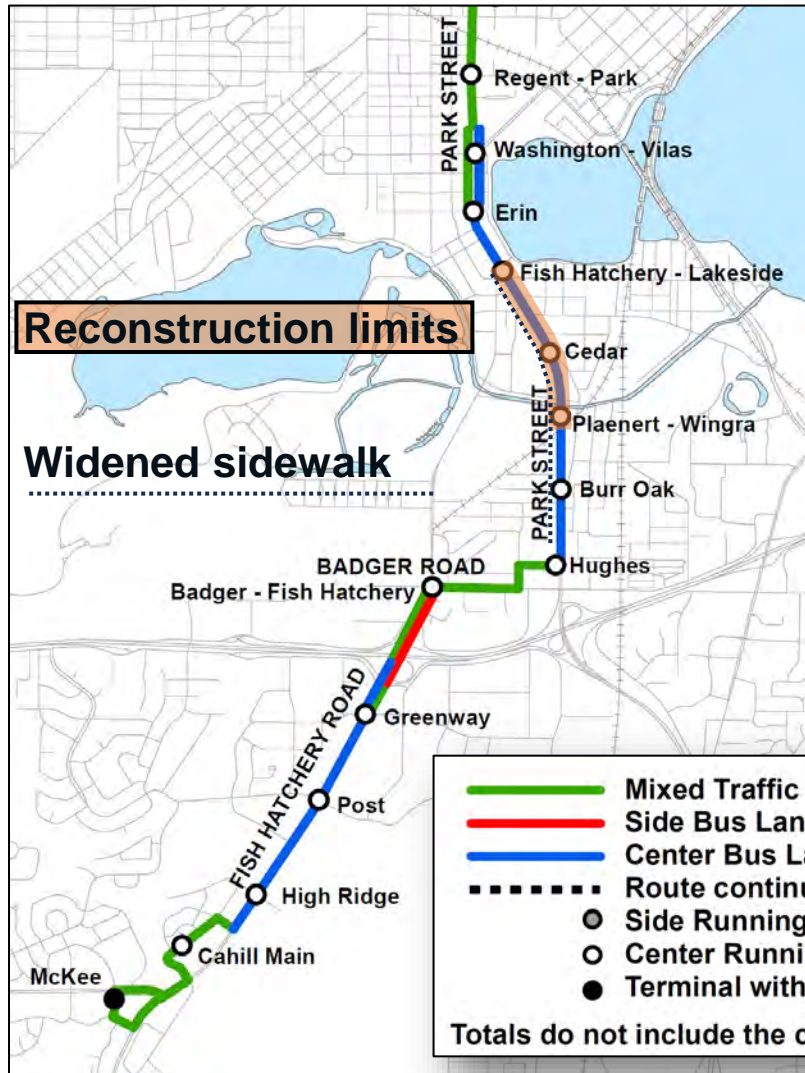
North-South BRT - north segment LPA



Proposed adjustments to the LPA that have arisen in the design process

- Troy loop reverses direction to accommodate the Kennedy terminal and on-route charger
- Two BRT stations replaced with local bus stops on Green Avenue and Troy Drive

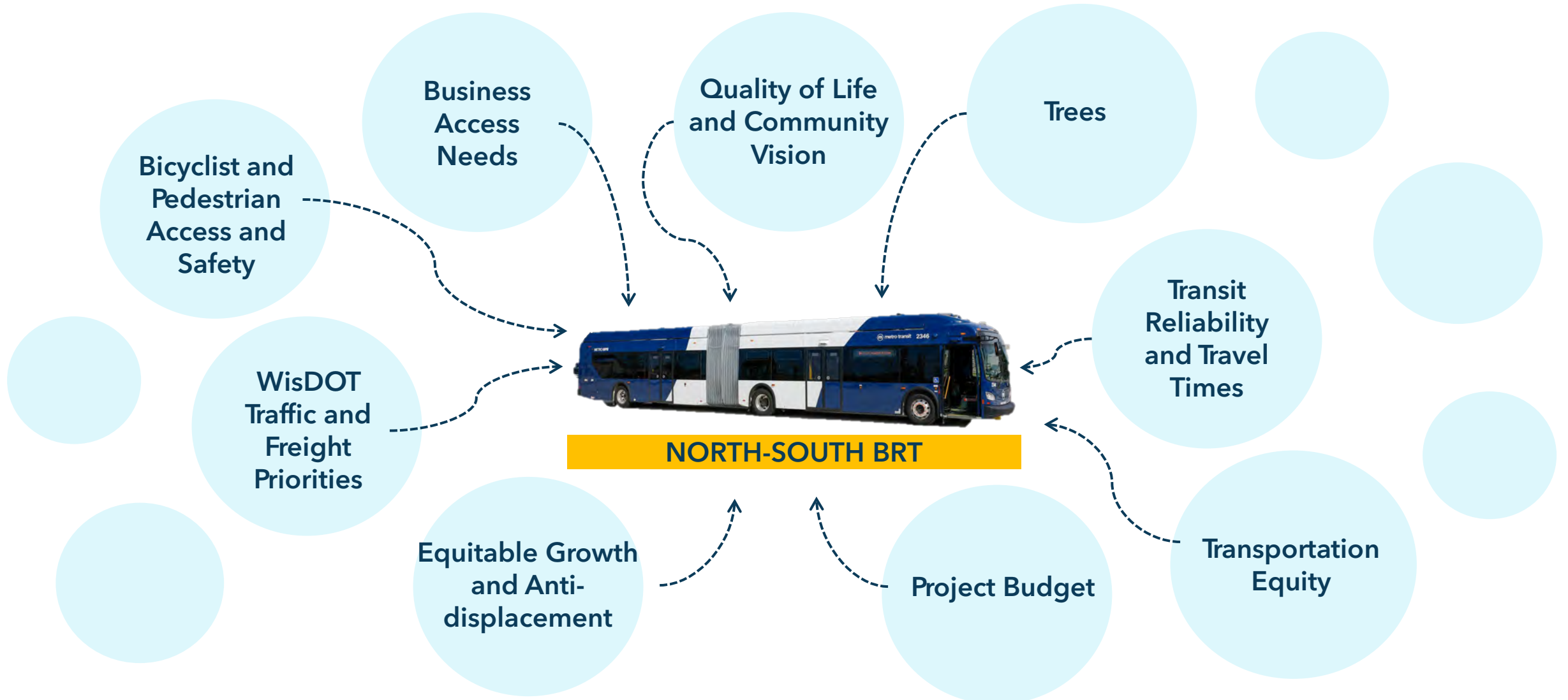
North-South BRT - south segment LPA



Proposed adjustments to the LPA that have arisen in the design process

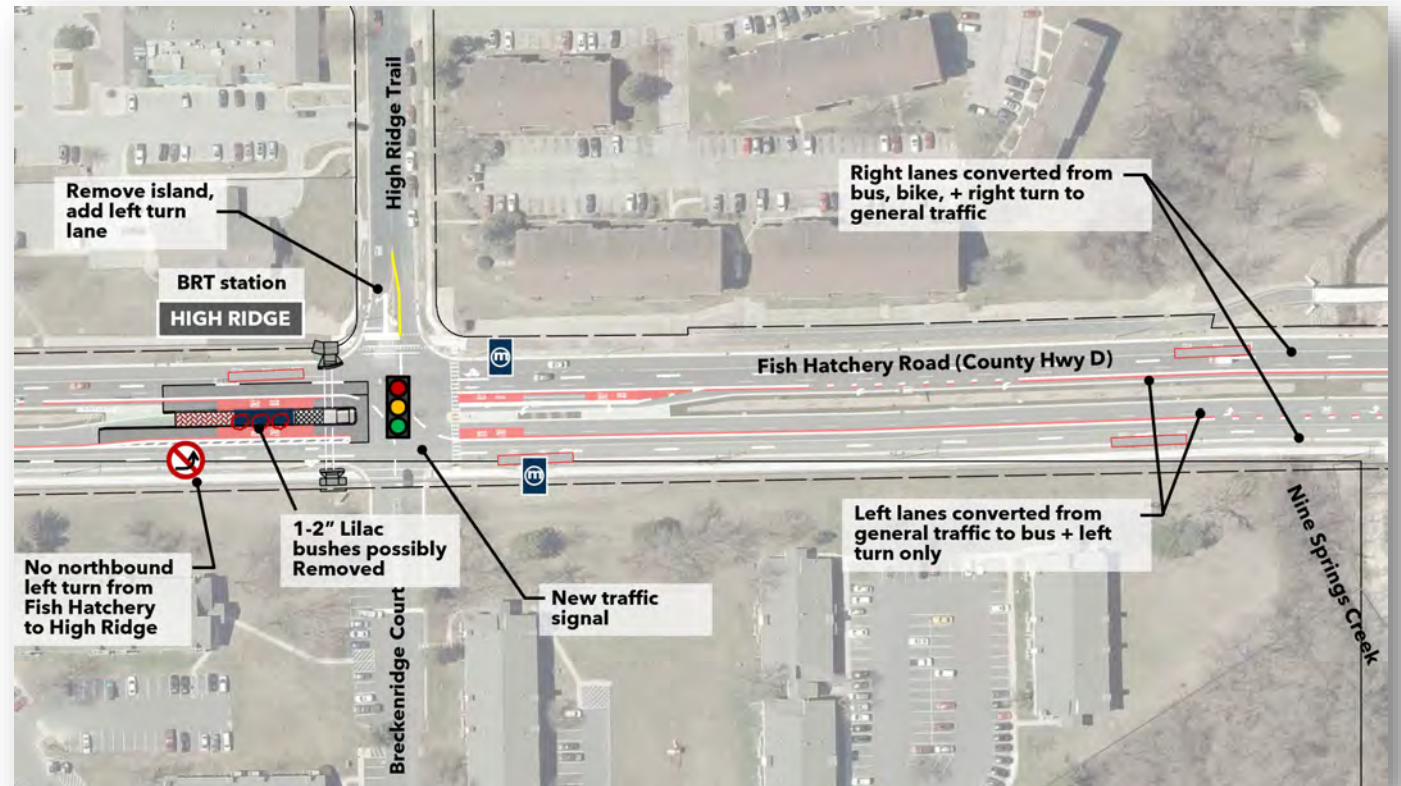
- Park Street reconstruction limits reduced (railroad to Fish Hatchery), widened sidewalk remains Badger to Fish Hatchery
- Side running stations converted to center running
- Updates to bus lane layouts and locations

Competing priorities



30 percent design boards

- 43 sheets along the corridor like this example
- Divided into three groups
 - Fitchburg
 - South Madison
 - North Madison



Download and view these boards at madisonbrt.com

Public involvement goals

- Distribute plan in a usable, understandable format
- Collect feedback on things like intersection layouts and station configurations
- Answer questions in a meaningful way

Key topics in the design

- **Reconstruction of Park Street**. The project limits have been reduced to keep the project within budget. Staff are investigating options to restore the original limits.
- **Four new traffic signals** (Fish Hatchery at High Ridge, Park at Burr Oak, Park at Cedar, Packers at Schlimgen)
- **Left turn removals**. Park Street is not as wide as Mineral Point so some left turns will need to be done at other intersections
- **Bike facility upgrades**. A side path along Park Street along with improved connections to parallel routes
- **Bus stop changes**. BRT has a wider stop spacing than local service.

Left turn restrictions

- Consolidating left turns and access points improves safety and traffic flow by reducing the number of conflict points
- Park Street is not as wide as Mineral Point or East Washington, so it allows the project to fit the platforms in without expanding the road



Left turn restrictions

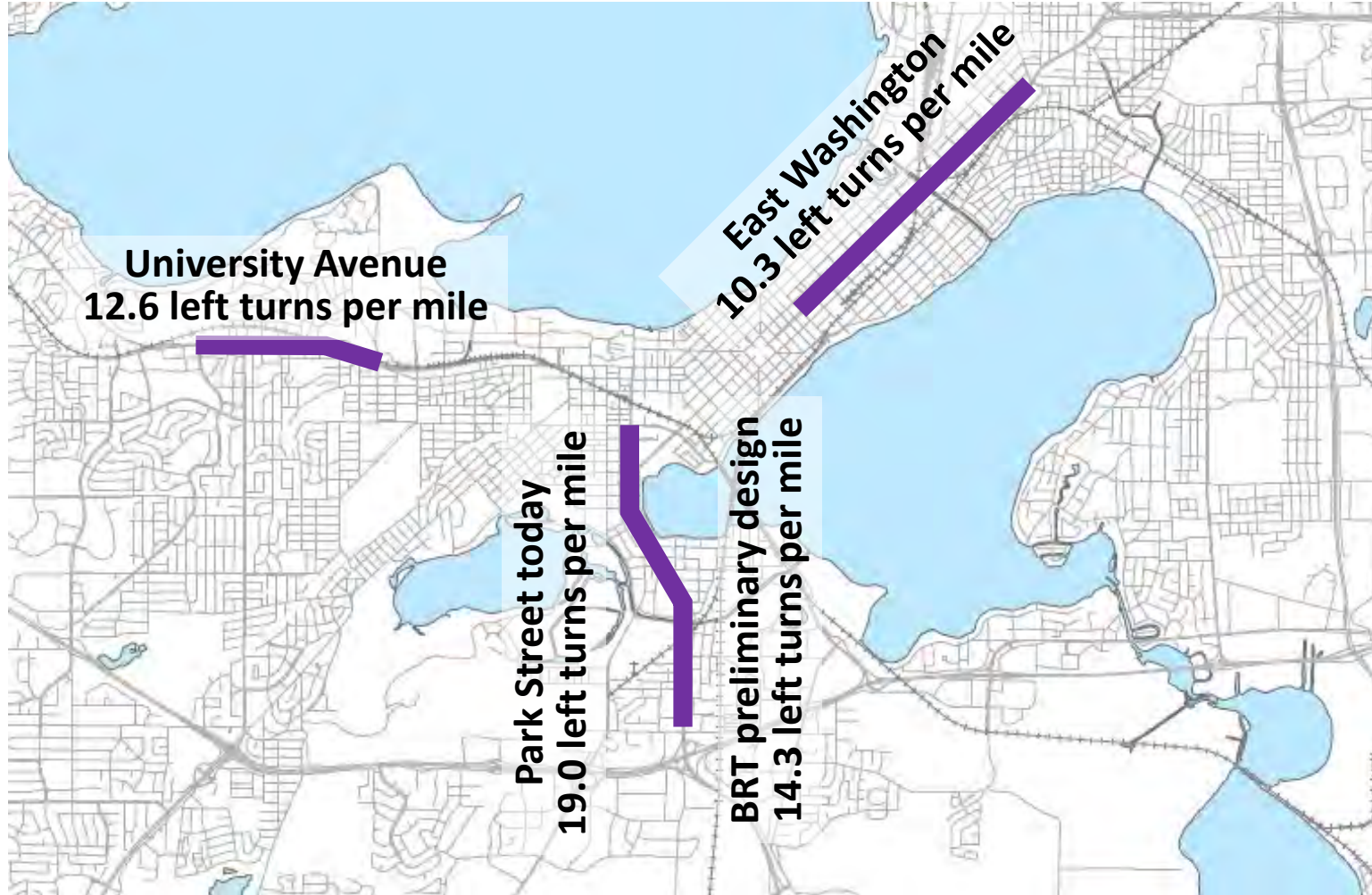
Left turn removals

- NB High Ridge (station)
- SB Dane (not allowed today)
- NB Burr Oak (station)
- SB Cedar (station)
- SB Spruce (runningway)
- SB Emerson (runningway)
- NB Fish Hatchery (ped/bike connection)
- SB Parr (runningway)
- SB Erin (station)
- SB Drake (runningway)
- NB Vilas (runningway)
- SB Washington (station)
- WB Dryden (station)
- EB Sherman (station, U-turn added)

Alternative route

- Prior left at Caddis
- Next left at Buick
- Prior left at Dane or next left at North
- Next left at Wingra
- Prior left at Olin
- Prior left at Lakeside or next left at Olin
- Earlier left at Cedar
- Next left at Lakeside
- Prior left at Emerald
- Next left at Emerald
- Prior left at Drake
- Prior left at Regent or Braxton
- Next left at Sherman to Windom
- Earlier left at Troy or added U-turn

Left turn restrictions

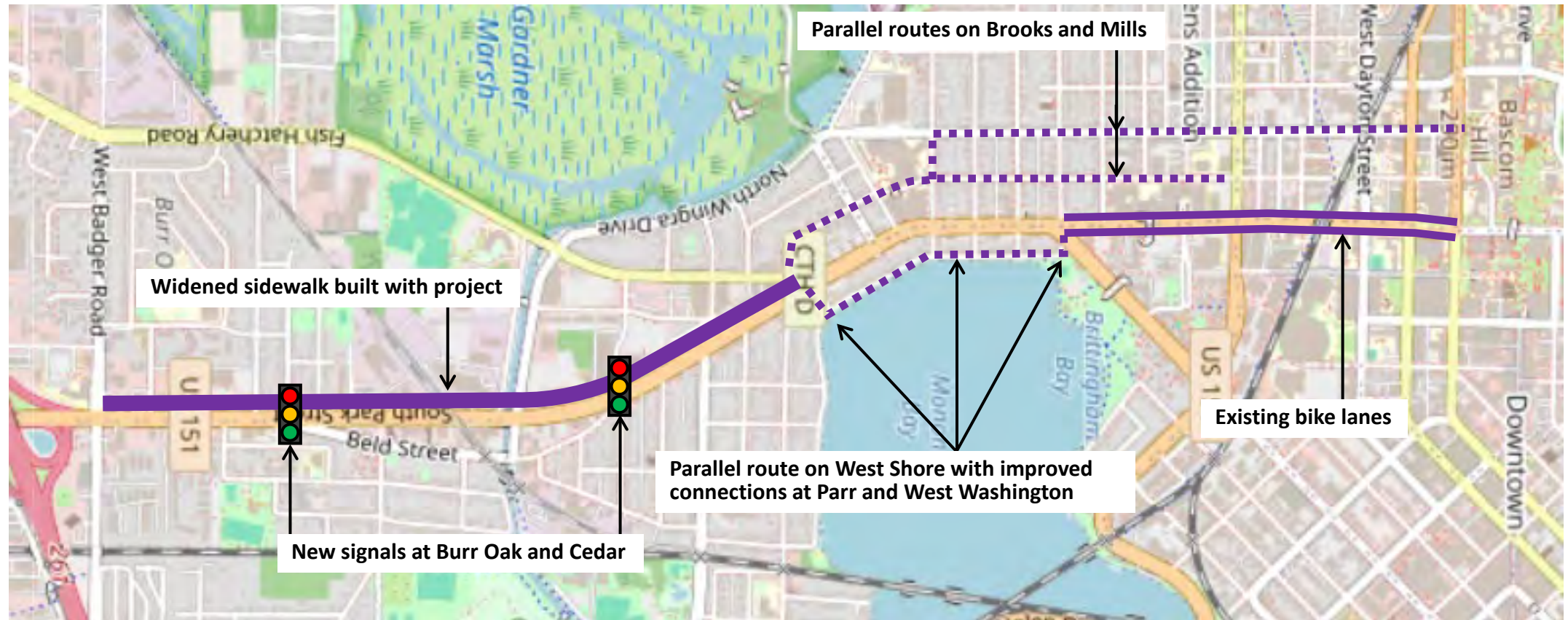


Pedestrian safety

- Traffic signals at most stations
- Audible pedestrian signals
- High visibility crosswalks
- Detectable warning fields
- All stations will be 100 percent accessible



Bike infrastructure in the Park Street corridor



N →

Changes to parks and potential effects to historic properties

- No negative impacts to the usage and access of parks
- Several possible or listed historic sites are in the study area like Vilas Hall and Barnard Hall
- Review and analysis will be available on project website, madisonbrt.com



How to provide feedback

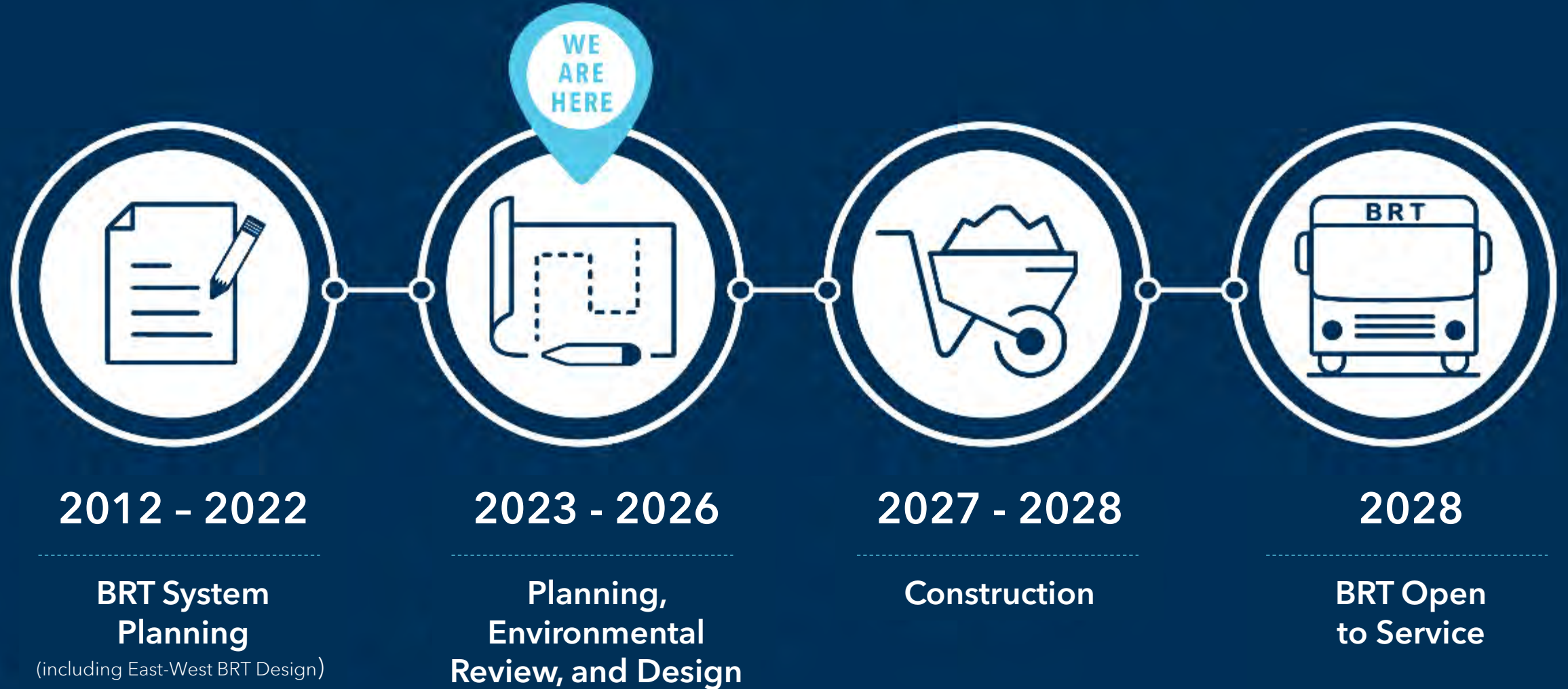
- View preliminary design plans at madisonbrt.com
- Take our survey, which guides you through the plan sheets
- Email us at brt@cityofmadison.com
- Join us at an upcoming in-person meeting

Public involvement meetings

- April 23: Transportation Commission
- April 30: Virtual public meeting
- May 1: UW open house (mid day)
- May 1: North side open house at Warner Park
- May 13: Park Street open house at the Labor Temple
- May 15: Fitchburg city hall open house

Project Timeline

Subject to change

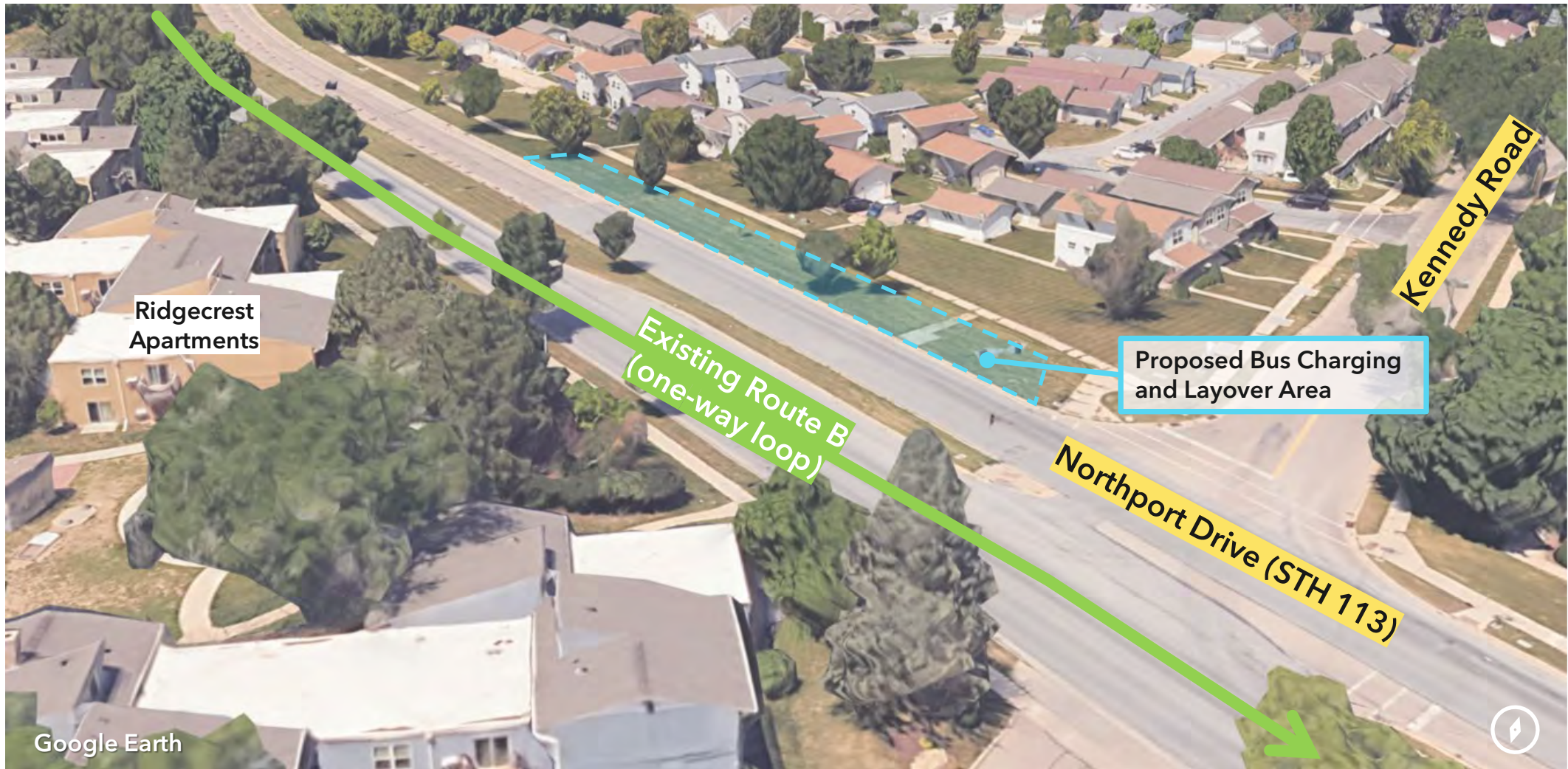


Route B charger update



- Separate project to install one of the on-route chargers at Northport and Kennedy ahead of North-South BRT
- Project is in the design phase
- Expected construction in 2025 and 2026, open in 2026

Route B charger update





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