



Metro Rapid Bus Rapid Transit

30 Percent Design - West

October 14, 2021 6:00 pm



AECOM



Introductions

Mayor Satya Rhodes-Conway

Tom Lynch, Director of Transportation

Justin Stuehrenberg, Metro Transit General Manager

Mike Cechvala, City of Madison Transportation

Melissa Huggins, Facilitator

Consultant Team

AECOM – Project Lead

Strand – Engineering

Urban Assets – Community Engagement



Agenda

- 1 • **Project Background**
- 2 • **Metro Rapid East-West Line**
- 3 • **30% Design**
- 4 • **Environmental Planning**
- 5 • **Questions and Comments**
- 6 • **Wrap Up**

30% Design Community Meetings

September 29th – Metro Rapid Progress Update – 30% Design

October 7 – East side focus

October 14 – West side focus

Coming up – Downtown and UW campus focus

Visit the project website for meeting links
MadisonBRT.com

Zoom Meeting Protocols

- ✓ This meeting will be recorded and will be posted on the project website.
- ✓ All attendees should stay muted to keep background noise to a minimum.
- ✓ Please use the Q&A option at the bottom of the screen to type your question. Questions will be answered at the end of the presentation.
- ✓ If you cannot ask via typing your question, use the Raise Hand option and you will be unmuted when it is your turn

Recording

This meeting is being recorded.

It is a public record subject to disclosure. By continuing to be in the meeting, you are consenting to being recorded and consenting to this record being released to public record requestors.

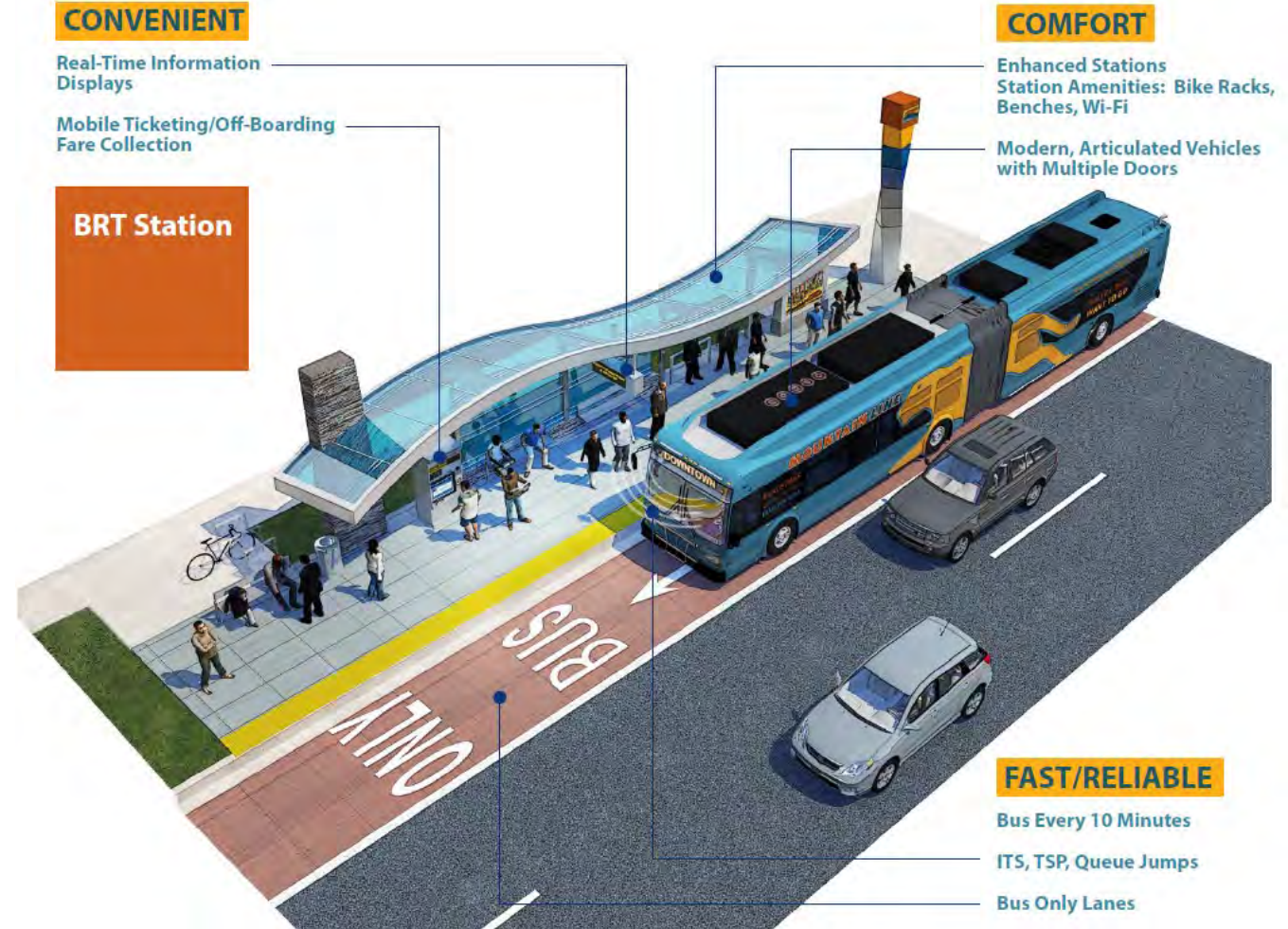
Project Background

Review

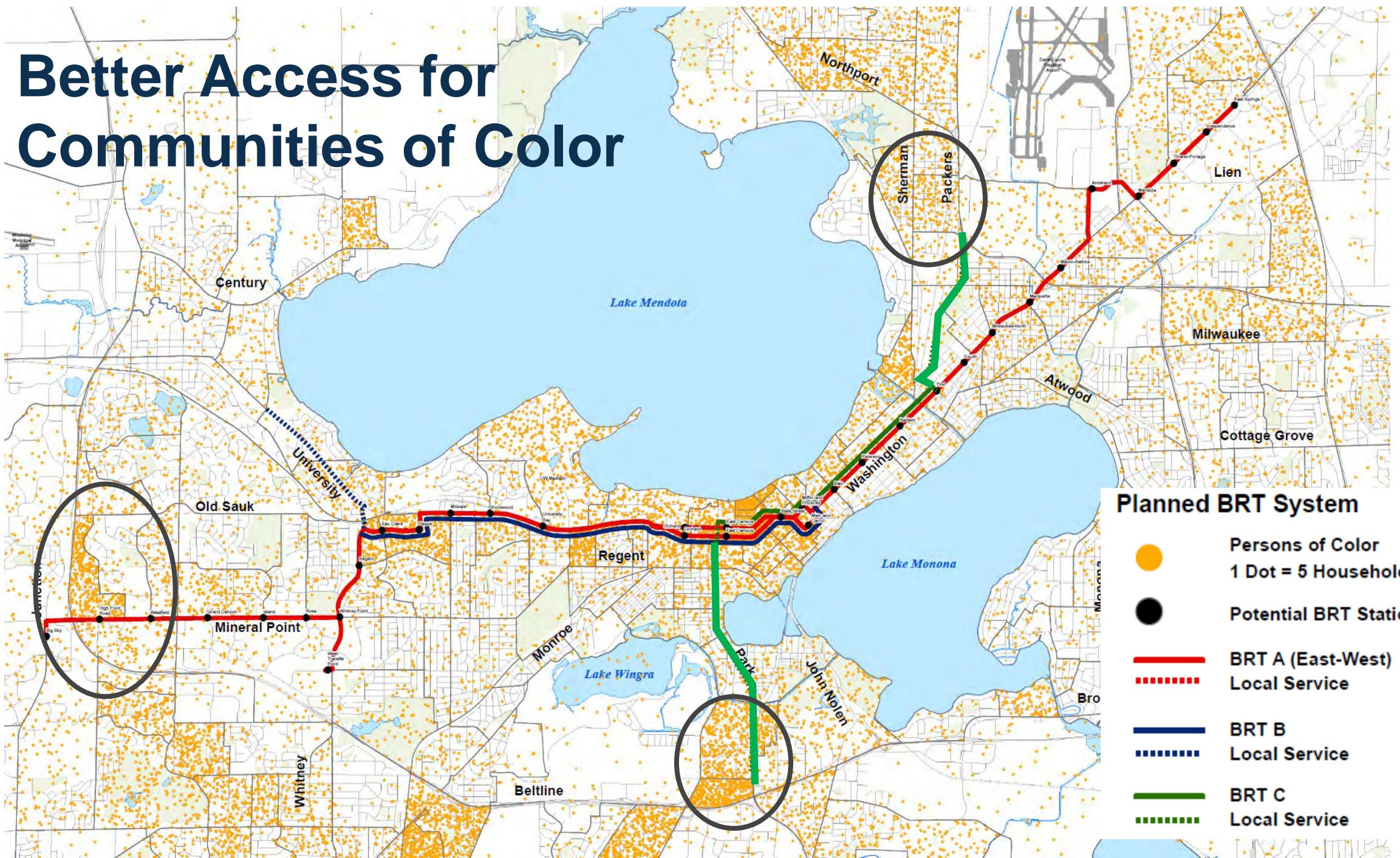


Bus Rapid Transit

- Direct routes and fewer stops
- Frequent, all-day service
- Bus-only lanes
- Branded stations & buses
- Transit signal priority
- Faster fare payment



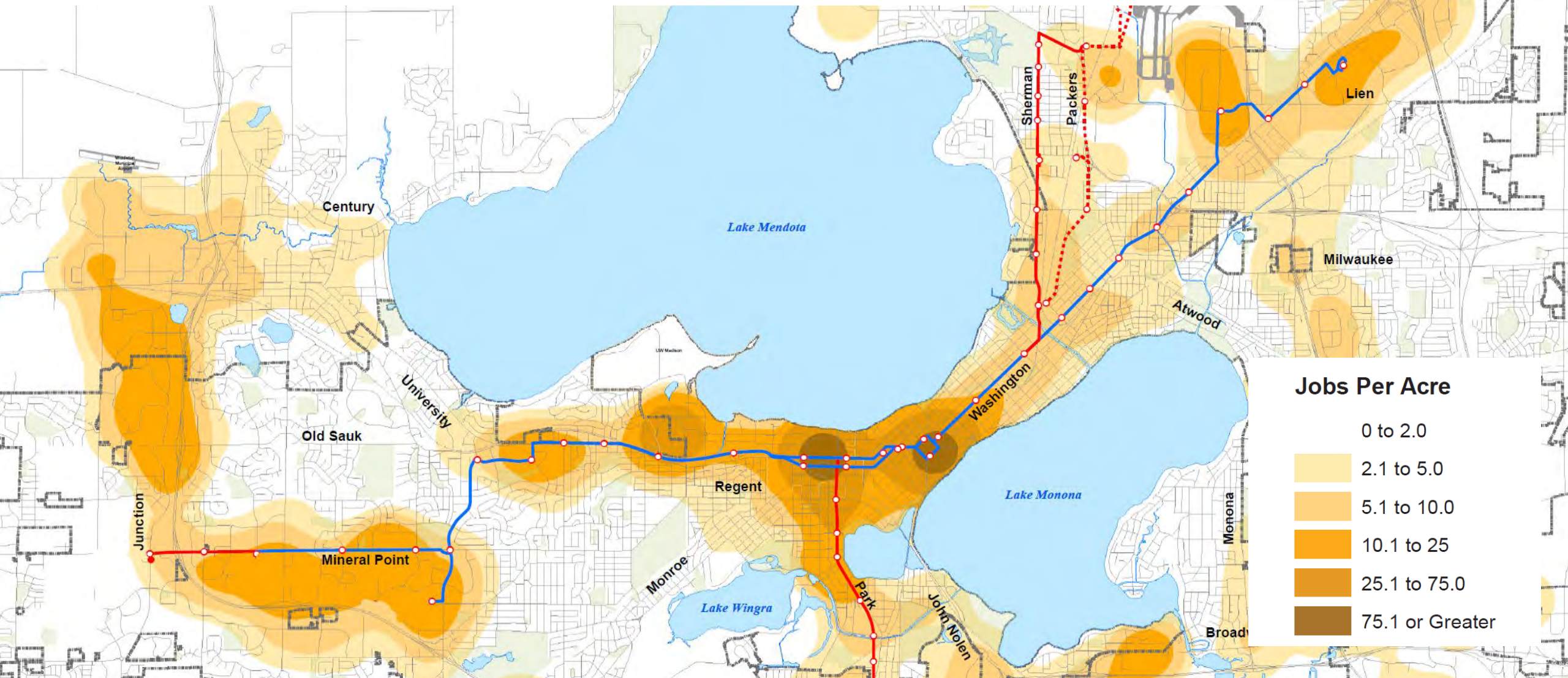
Better Access for Communities of Color



Planned BRT System

- Persons of Color
1 Dot = 5 Households
- Potential BRT Stations
- BRT A (East-West)
 Local Service
- BRT B
 Local Service
- BRT C
 Local Service

Connects Key Employment Centers to Other Employment Centers and Workers



Metro Rapid East-West Line

- 15.5 Miles, 32 stations
- 5 am to 12 am on weekdays with buses every 5 to 15 minutes
- 7 am to 11 pm on weekends with buses every 15 to 30 minutes
- Approximately 83,000 residents within ½ mile of station
- Approximately 110,000 jobs within ½ mile of station
- 4 hospitals and 2 major education institutions



BRT Timeline



Transit Network Redesign



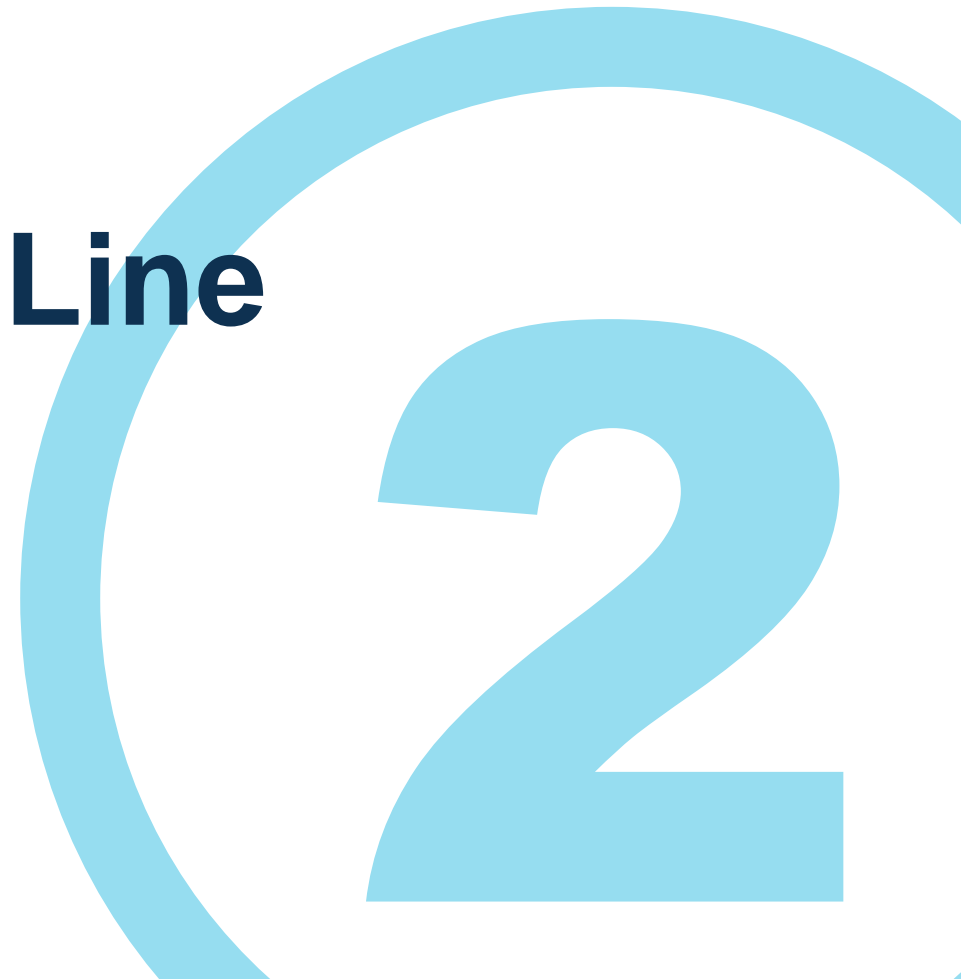
The Metro Transit Network Redesign will design a route system that will better meet the needs of Madison area residents and businesses by increasing access and frequency, decreasing travel times, and improving the quality of transit riders' experience.

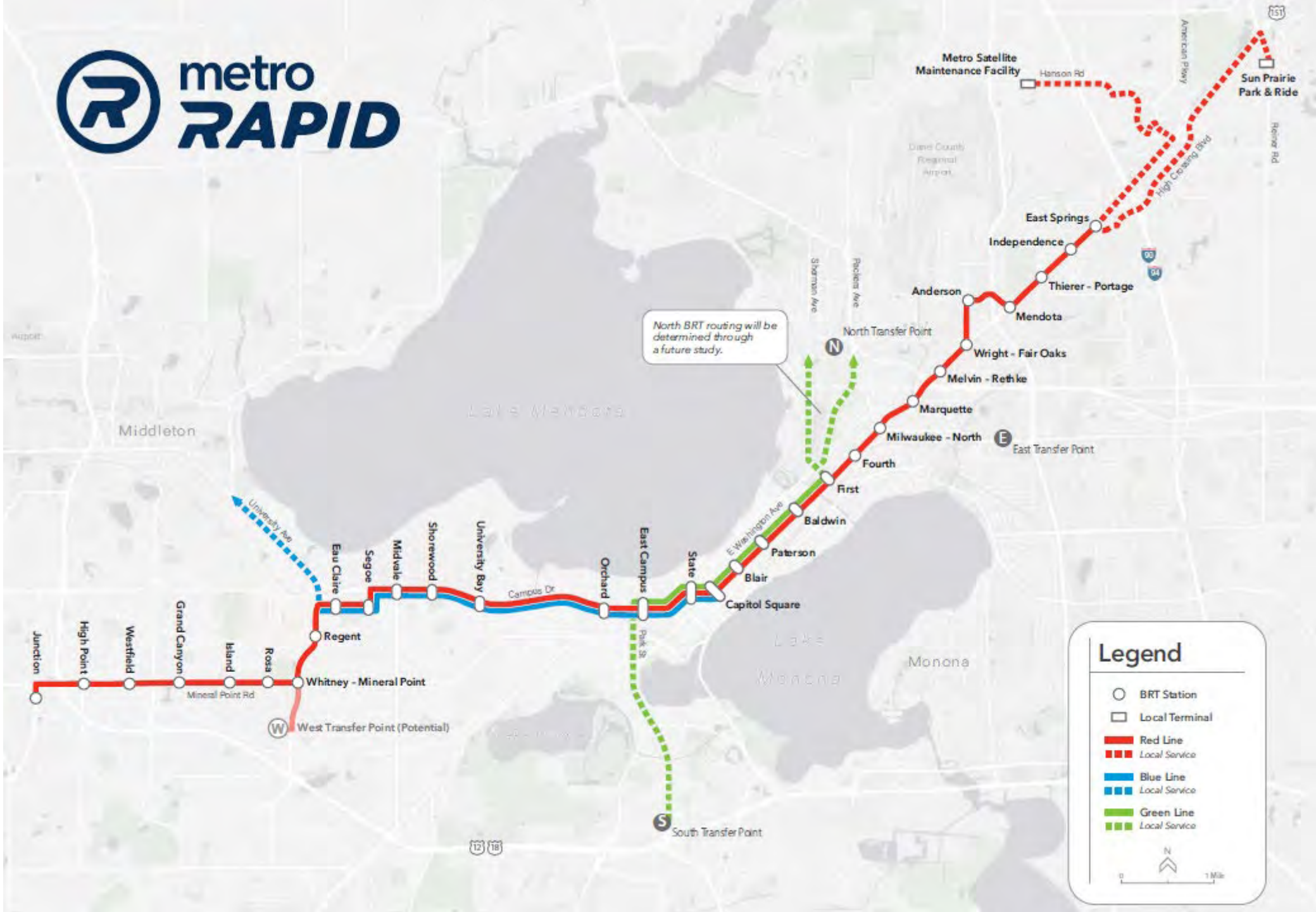
Project Goals



- mymetrobus.com/Redesign
- MetroRedesign@cityofmadison.com

Metro Rapid East-West Line





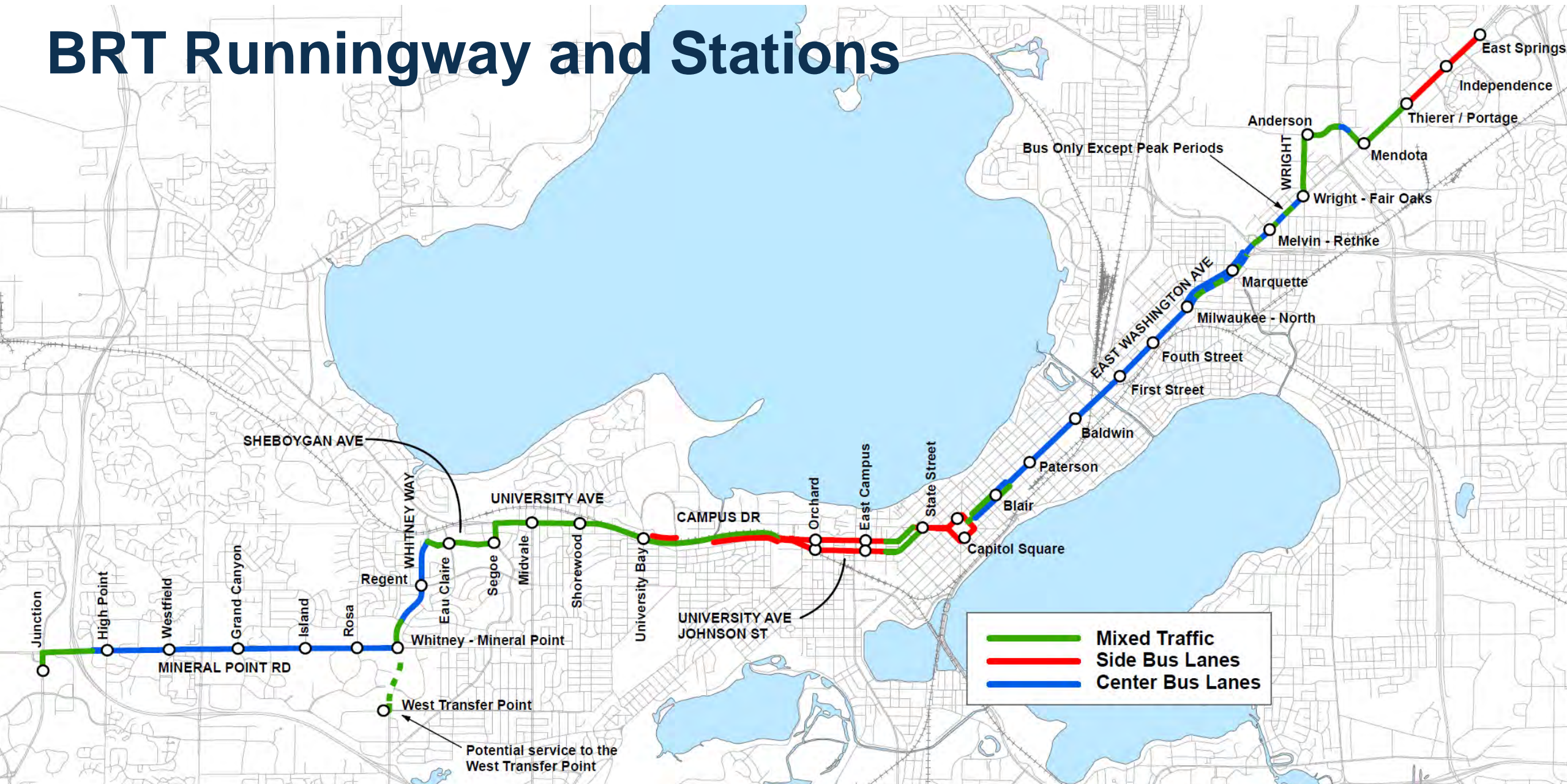
North BRT routing will be determined through a future study.

Legend

- BRT Station
- Local Terminal
- Red Line
- - - Local Service
- Blue Line
- - - Local Service
- Green Line
- - - Local Service

0 1 Mile

BRT Runningway and Stations



30% Design


Roll plots available online:

MadisonBRT.com/project-documents



MadisonBRT.com/project-documents

30% Roll Plots

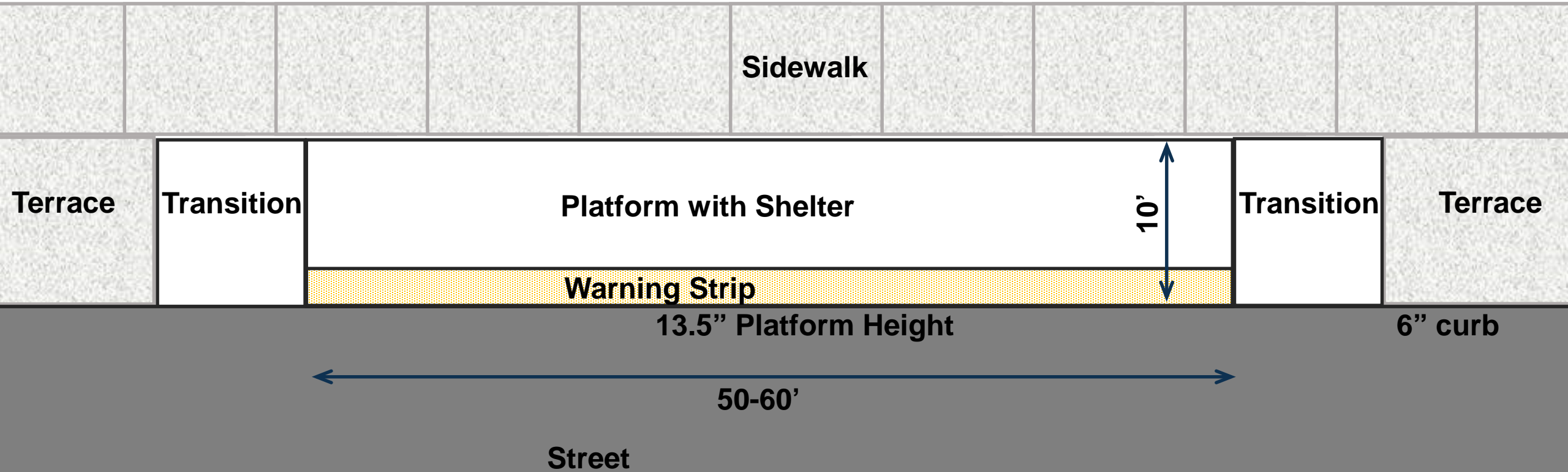
- [Downtown PDF](#) 
- [East Towne PDF](#) 
- [Isthmus PDF](#) 
- [Mineral Point PDF](#) 
- [University Ave. PDF](#) 
- [Whitney Way PDF](#) 

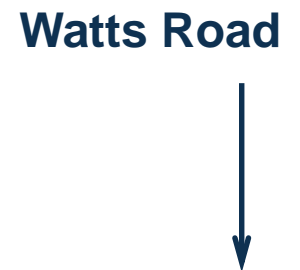
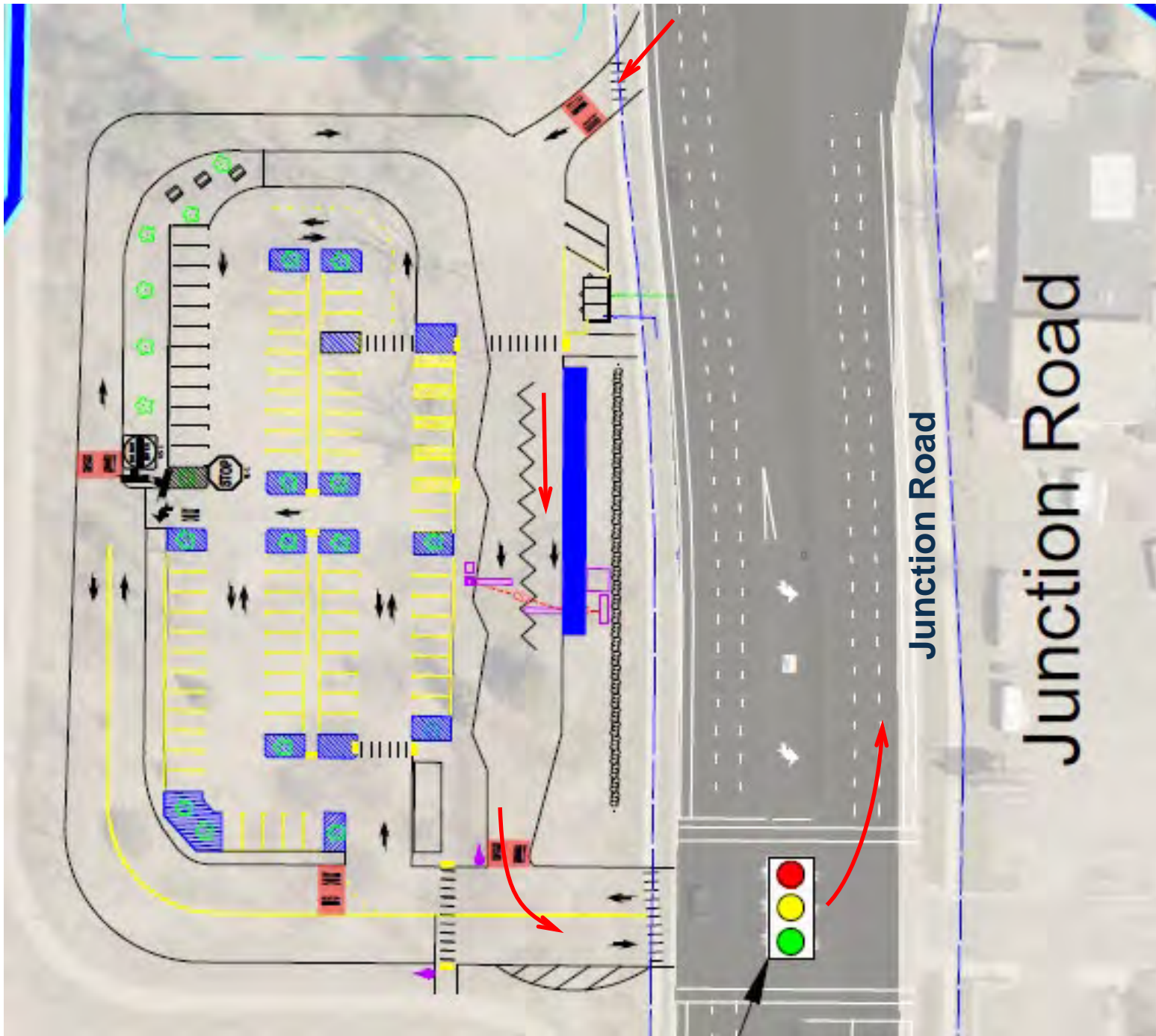
Station and Shelter Design



Renderings are conceptual

Station and Shelter Design





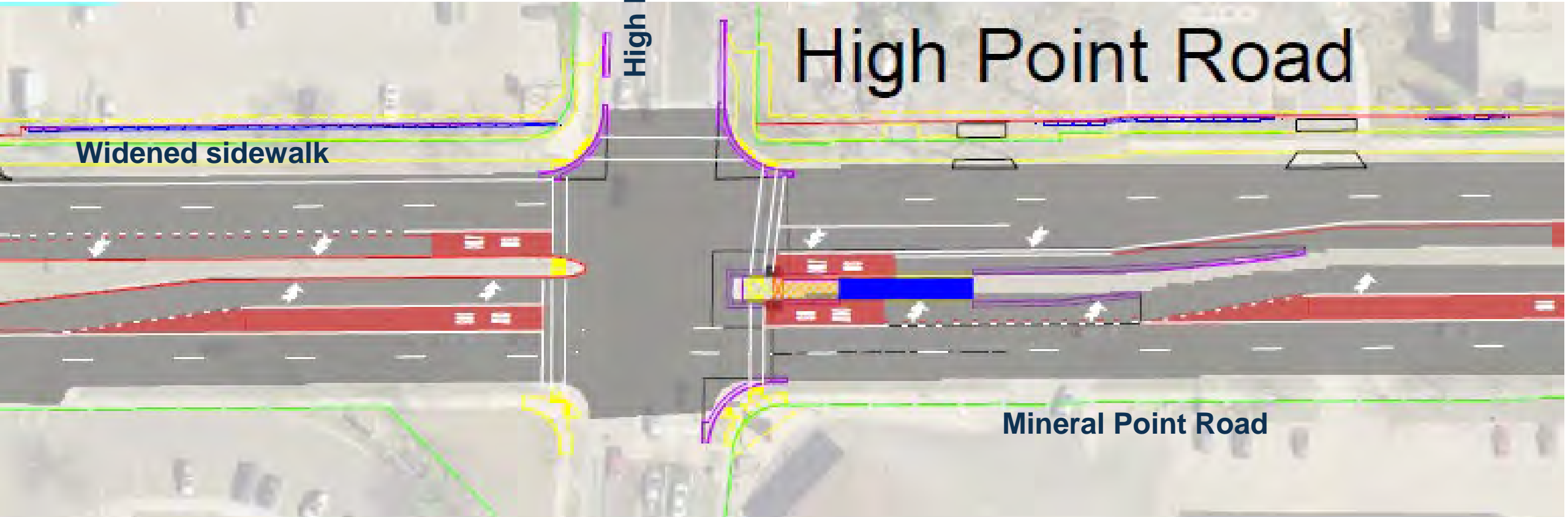


High Point Road

High Point Road

Widened sidewalk

Mineral Point Road



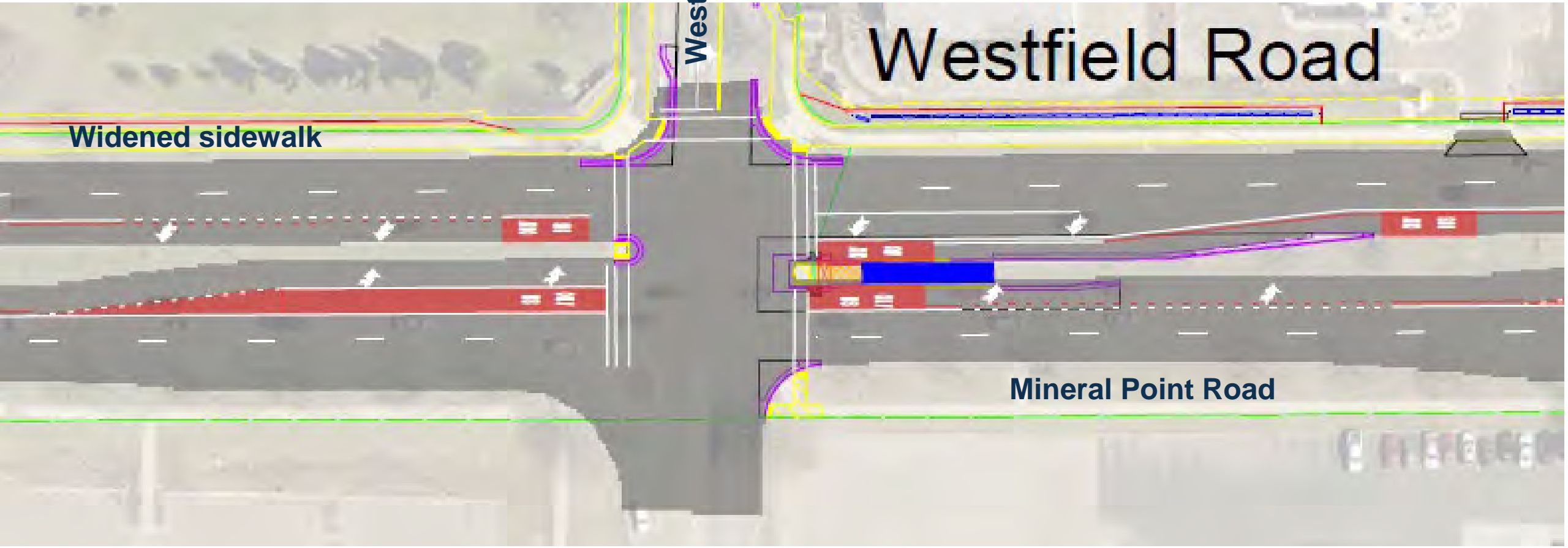


Westfield Road

Westfield Road

Widened sidewalk

Mineral Point Road



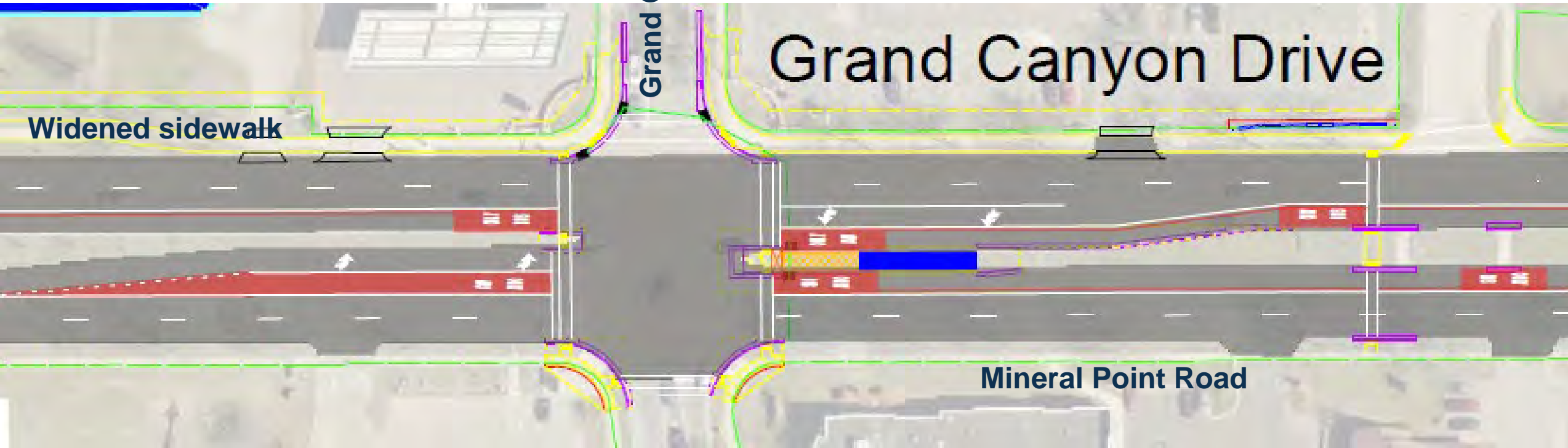


Grand Canyon Drive

Grand Canyon Drive

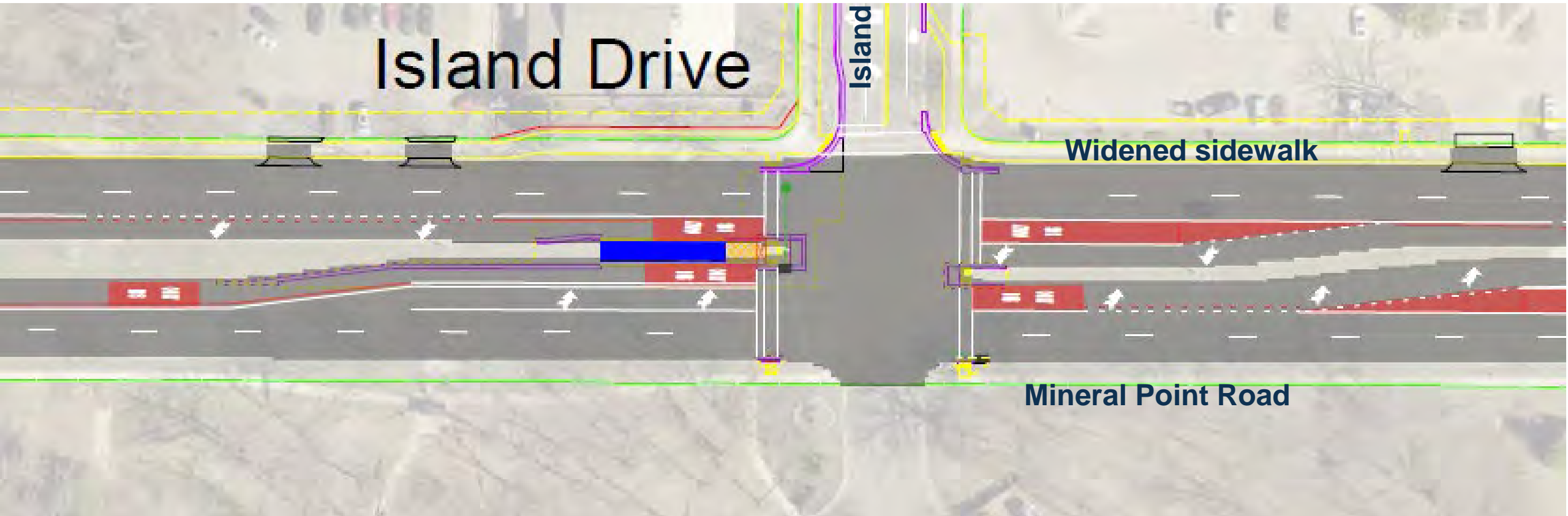
Widened sidewalk

Mineral Point Road



Mineral Point at Island





Island Drive

Island Drive

Widened sidewalk

Mineral Point Road

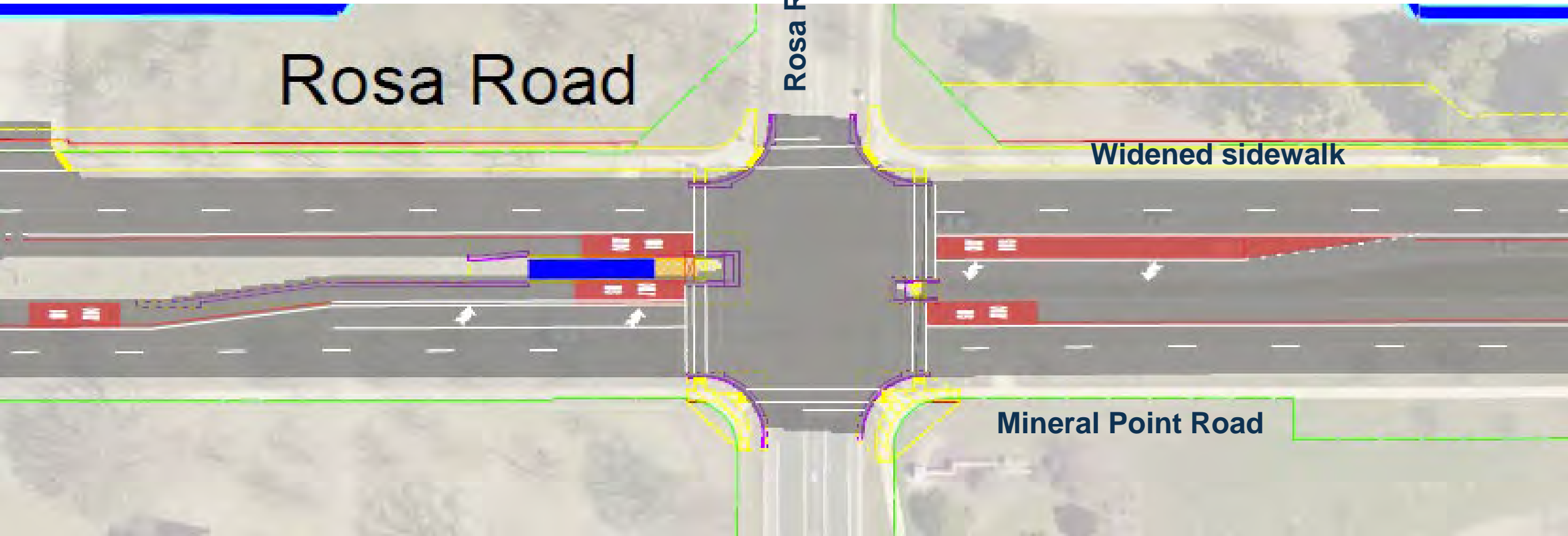


Rosa Road

Rosa Road

Widened sidewalk

Mineral Point Road





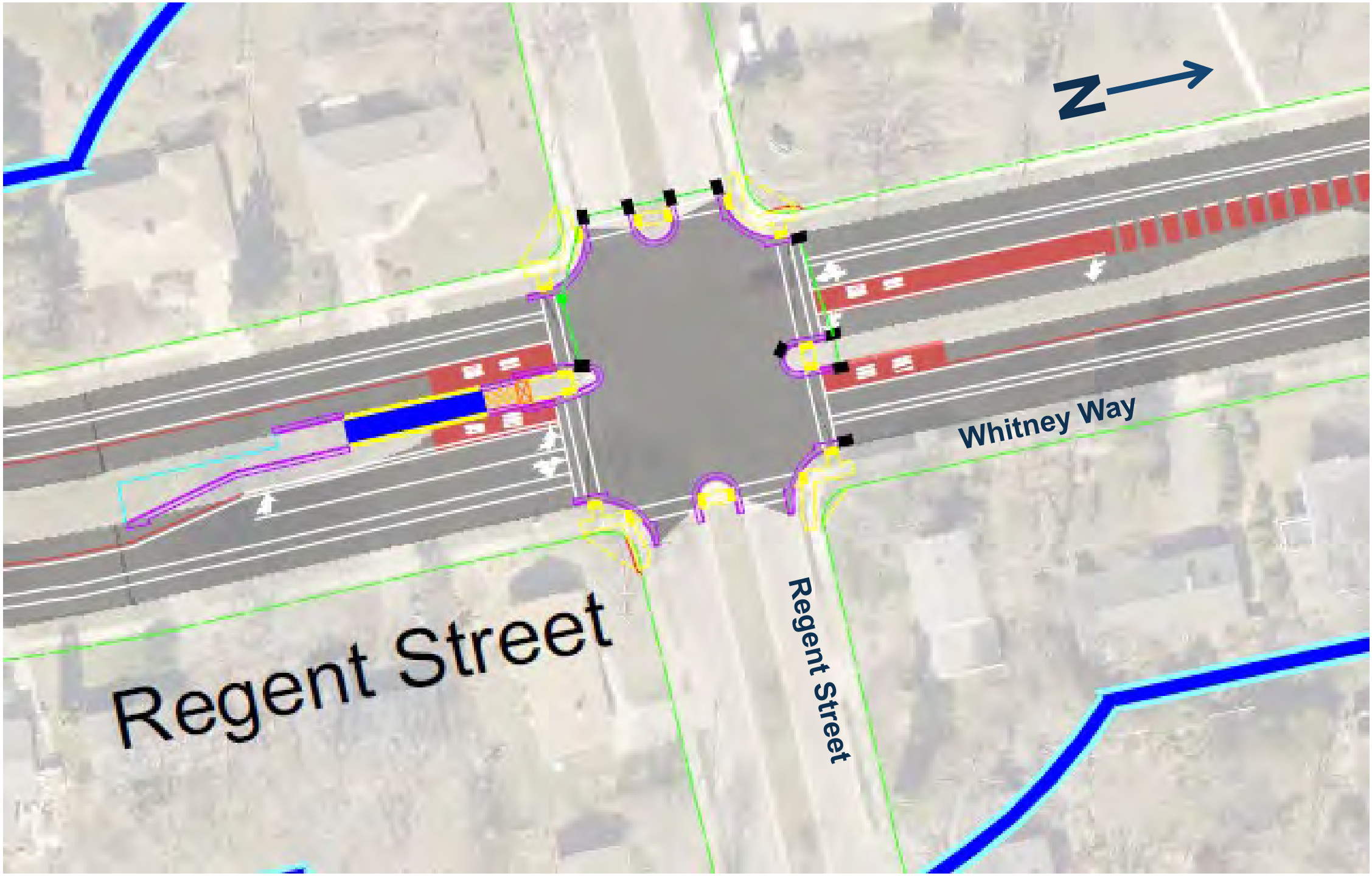
Mineral Point Road

Widened sidewalk

Whitney Way

Whitney Way -
Mineral Point Road





N →

Whitney Way

Regent Street

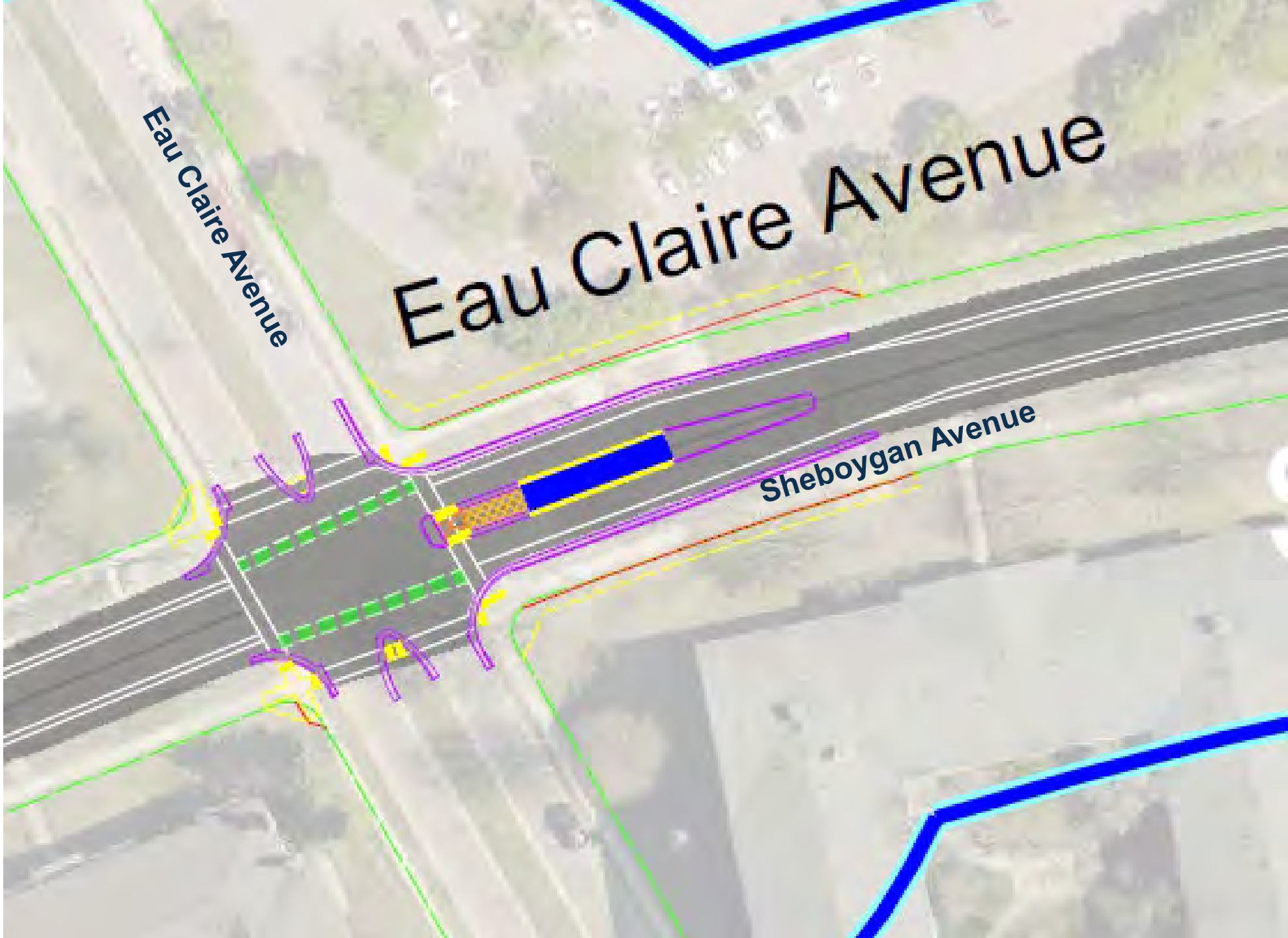
Regent Street



Regent Street

Renderings are conceptual



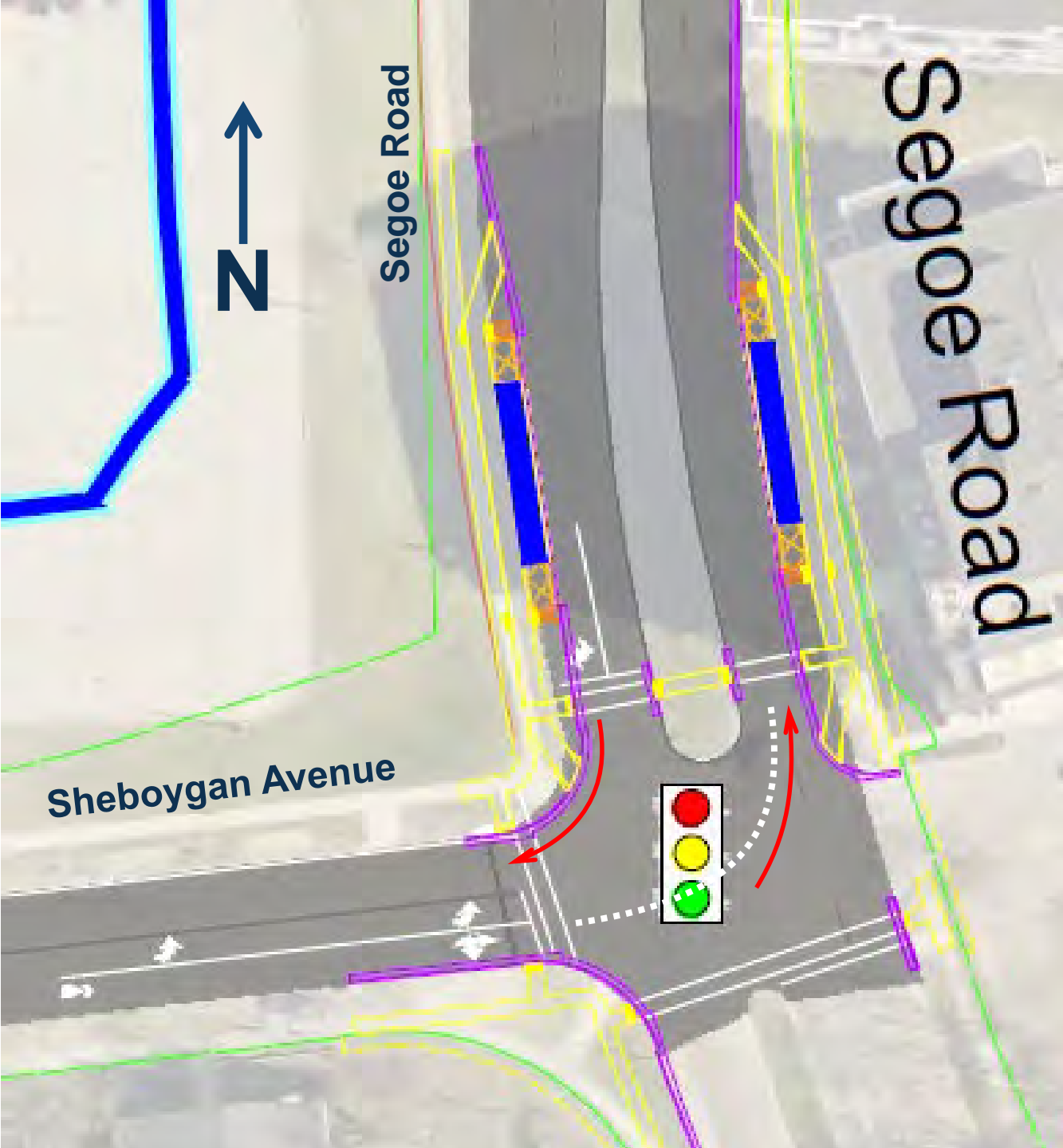


Eau Claire Avenue

Eau Claire Avenue

Sheboygan Avenue





N →

Segoe Road

Segoe Road

Sheboygan Avenue

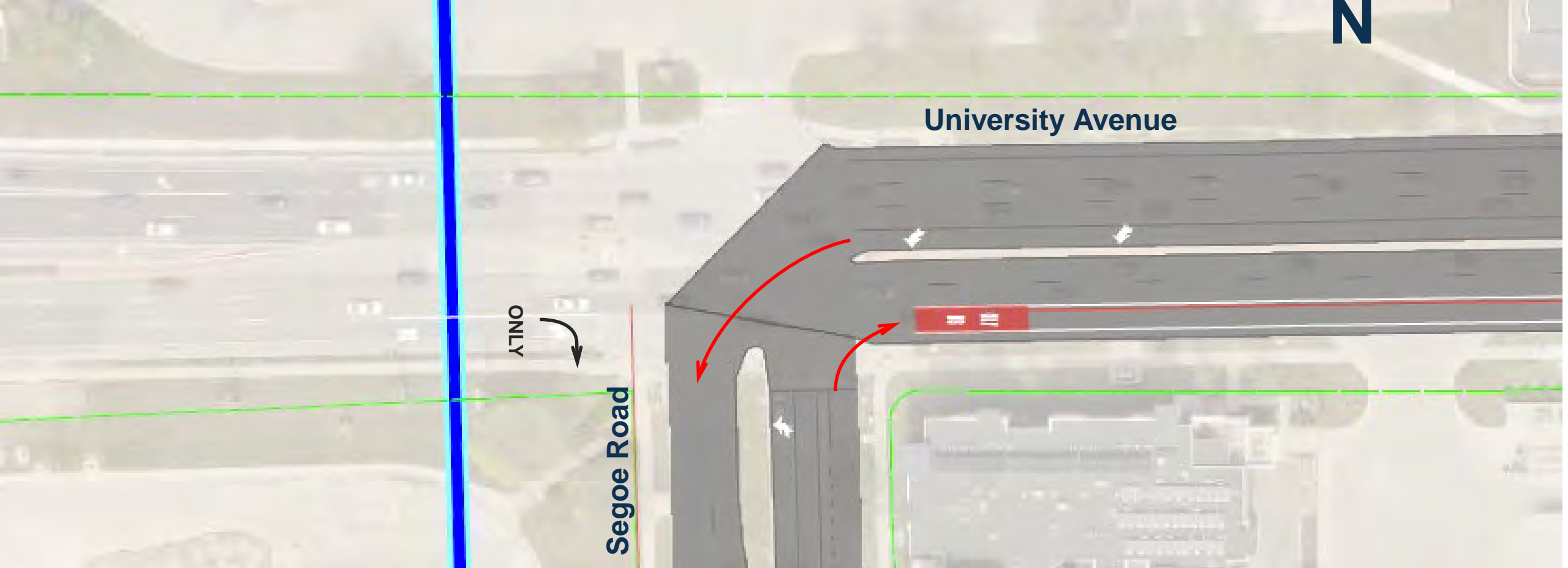


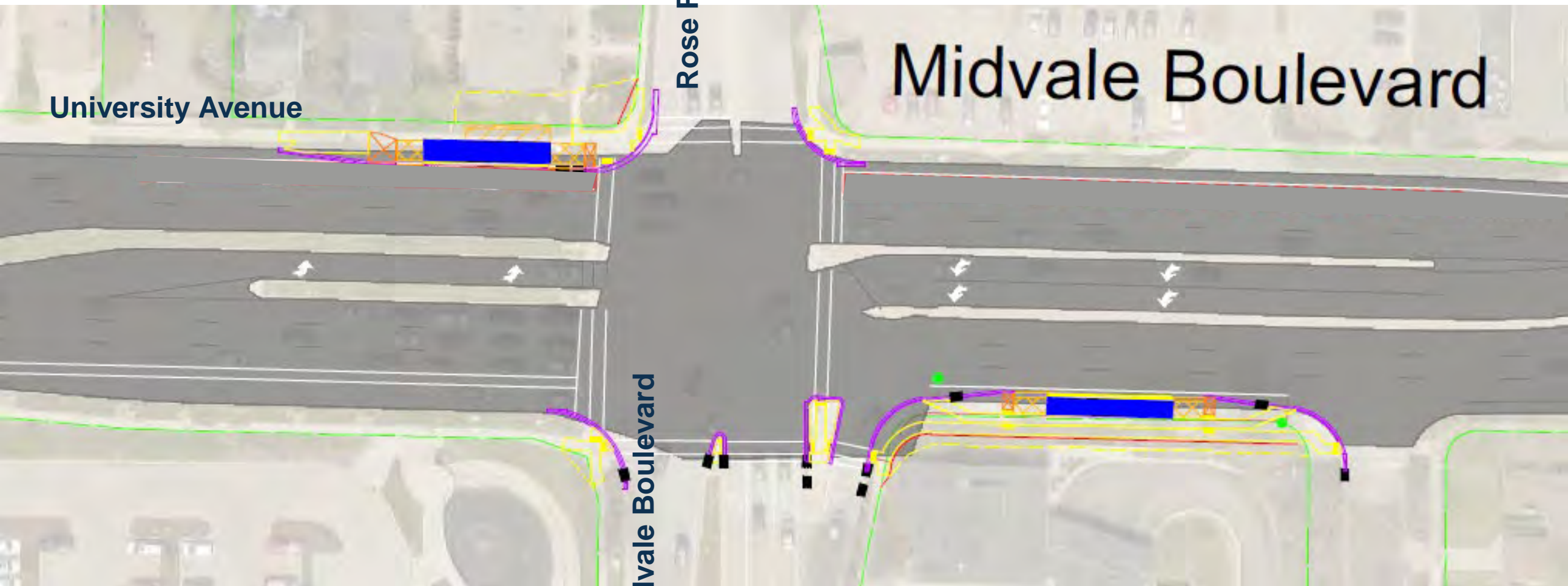


University Avenue

ONLY

Segoe Road





University Avenue

Rose Place

Midvale Boulevard

Midvale Boulevard

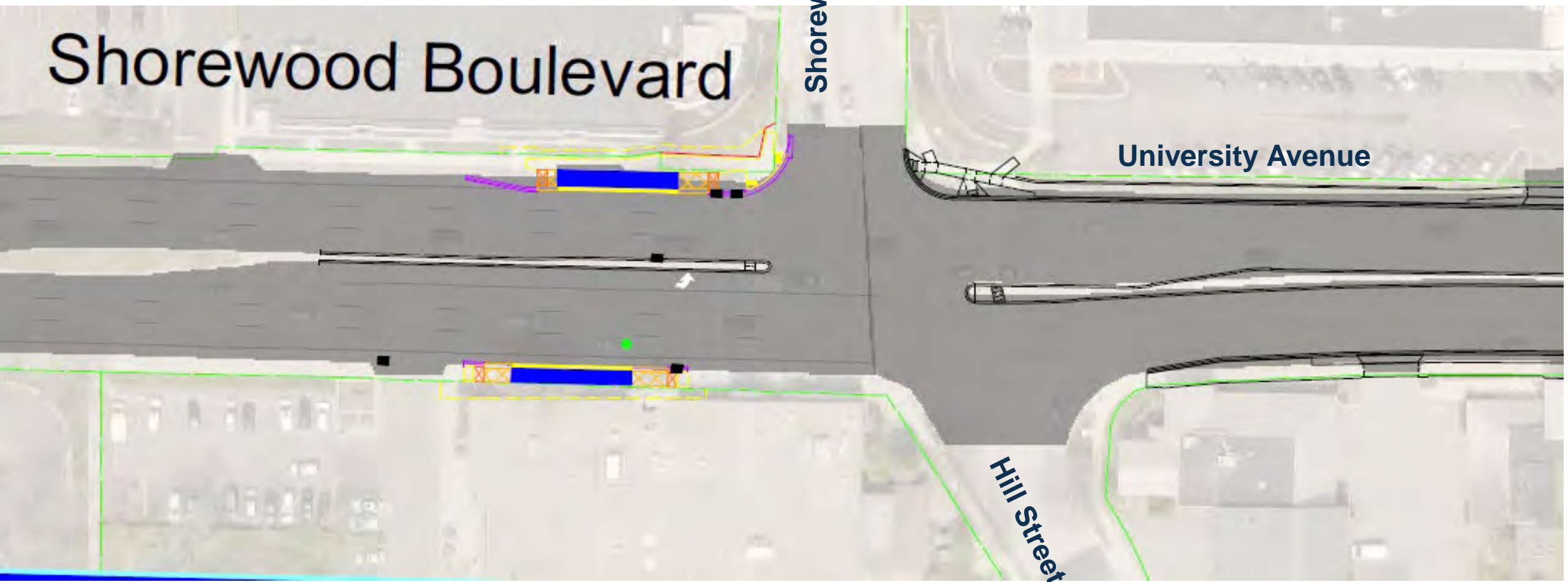


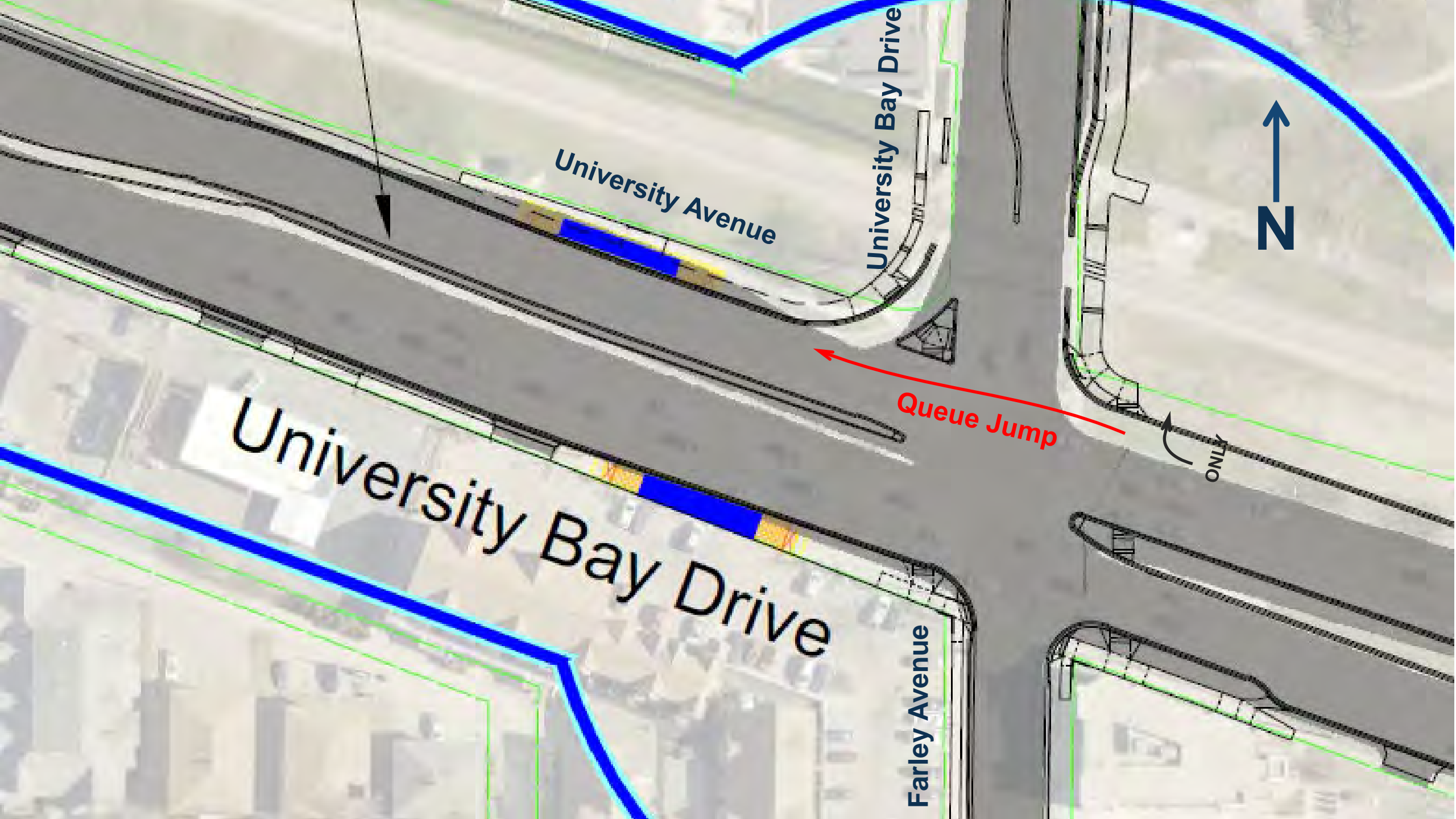
Shorewood Boulevard

Shorewood Boulevard

University Avenue

Hill Street





University Avenue

University Bay Drive

University Bay Drive

Farley Avenue

Queue Jump

N

ONLY



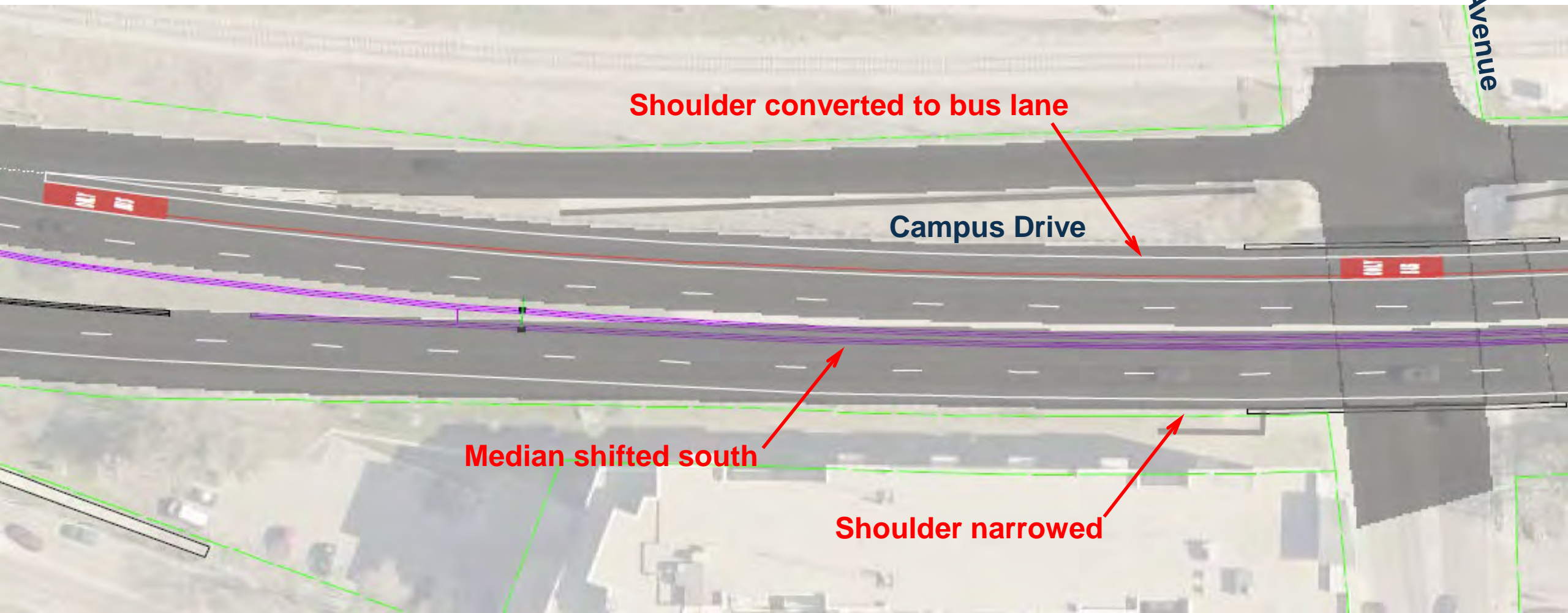
Highland Avenue

Shoulder converted to bus lane

Campus Drive

Median shifted south

Shoulder narrowed



Environmental Planning



4

NEPA – National Historic Properties Act

Section 106 – Historic & Cultural Resources

- Federal agencies must consider effects to historic properties
- A “historic property” is a property or district of properties listed on or determined eligible for listing on the National Register of Historic Places
- A historic property may be affected if the project may directly or indirectly cause alternations in its character or use (within the project’s “Area of Potential Effects”)



Proposed State Street Station

Proposed Regent Street Station in the Hill Farms Historic District

Identified Historic Properties in the Project's Area of Potential Effect

- University Hill Farms Historic District – Listed on the National Register
- Bascom Hill Historic District – Listed on the National Register
- State Street Historic District – Determined eligible for the National Register
- Wisconsin State Capitol – Listed on the National Register and a National Historic Landmark
- Dane County Courthouse/Madison City Hall – Determined eligible for the National Register
- St. Patrick's Roman Catholic Church – Listed on the National Register
- Breese Stevens Municipal Athletic Field – Listed on the National Register
- Kleuter Wholesale Grocery Warehouse – Listed on the National Register
- Gisholt Machine Company – Determined eligible for the National Register
- Madison East High School – Determined eligible for the National Register



Parks Impact – Section 4(f)

Parks and BRT

- Federal transportation projects must minimize harm to parks, wildlife refuges, and historic properties.
- The BRT project will permanently require 0.27 acres of land from Garner Park to build a new trail along the park's south edge. Temporarily, 0.58 additional acres will be needed for construction.



Parks Impact – Section 4(f)

Parks and BRT

- The BRT project will temporarily require 0.11 acres of land during construction from Nautilus Point Park to build a new trail along the park's south edge.
- A new connection to the Ice Age Junction Trail will be available at the Junction Park and Ride.
- The following parks will be served by BRT with no changes:
 - Mineral Point Greenway/West Towne Soccer Fields
 - Breese Stevens Field
 - Yahara River Parkway & Burr Jones Park
 - Starkweather Creek Bike Path
 - Reindahl Park



Parks and Historical Resources Comments

- The Federal Transit Administration is seeking public comments on potential impacts to parks and historical resources by November 14, 2021.
- Email BRT@cityofmadison.com with “Parks” or “Historical Resources” in the subject line.
- More information: MadisonBRT.com/environmental-review.
- Landmarks Commission reviews Effects Report December 13.

Questions and Comments

Please enter questions and comments into **'Q&A'** at the bottom of your screen.



Wrap Up

Future Meetings



Future Meetings

1

East Route

October 7

2

West Route

October 14

3

Downtown

TBD

4

UW Madison

TBD

5

Spring 2022

Station Mock
Up Workshop

Thank you!

MadisonBRT.com

Follow on social media:

@cityofmadison

@mymetrobus

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