

APPENDIX E

MADISON EAST-WEST BRT

Documented Categorical Exclusion
Historic and Cultural Resources Technical Reports

May 10, 2022

Prepared for:

City of Madison



Prepared by:

SRF Consulting Group

Commonwealth Heritage Group

Cross-Spectrum Acoustics

**Determination of No Adverse Effects
East-West Bus Rapid Transit (BRT) Project
City of Madison
Dane County, Wisconsin**

Prepared for

City of Madison Metro Transit

Prepared by

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1.0 DESCRIPTION OF THE UNDERTAKING

1.1 Project Overview

The East-West Bus Rapid Transit (BRT) project is a proposed 15-mile BRT route in Madison, Wisconsin. It will serve transit needs through the center of the city, running along E. Washington Avenue, around the Capitol, through the University of Wisconsin-Madison campus, and along University Avenue and Mineral Point Road to the West Towne area. The City of Madison (City) is pursuing federal funding through the Federal Transit Administration (FTA) to implement the BRT project and therefore it must comply with Section 106 of the National Historic Preservation Act (Section 106) and its implementing regulations 36 CFR Part 800. Section 106 requires the consideration of effects to historic properties, which are defined as properties listed on, or determined eligible for listing on, the National Register of Historic Places (National Register).

See [Appendix A, Figure 1](#) for a map of the BRT route. It will be an on-street system with buses operating in a combination of exclusive, semi-exclusive, and mixed traffic lanes, with running way improvements such as limited stops, transit signal priority, and other various intersection improvements. The BRT route will have a total of 32 station locations and terminate to the east near the intersection of E. Washington Avenue and East Springs Boulevard and to the west at a proposed new park-and-ride on Junction Road, just west of the Madison Beltline (USH 12/14) and south of Mineral Point Road.

In general, the BRT project consists of these elements:

- Construction of an approximately 15-mile BRT line consisting of exclusive and semi-exclusive bus-only lanes and mixed traffic lanes, primarily using existing roadways.
- Construction of 32 BRT stations.
- Construction of an approximately 170-space park-and-ride lot at Junction Road south of Mineral Point Road to serve as the west terminal station and include local bus bays to facilitate transfers between local and BRT service.
- Purchase of 41 60-foot buses (combination of battery-electric and diesel).
- Traffic signal priority.
- Electric bus charging infrastructure.

Implementation of the BRT system in Madison is expected to result in the following:

- Replacement of local bus service, resulting in similar or reduced bus volumes on the BRT route.
- Increases in the use of electric buses, reducing existing noise and air impacts.
- No property relocations.
- No repurposing of lanes during rush hour on the route's most congested roadways (E. Washington Avenue, University Avenue, and Mineral Point Road).
- No increase in bus travel speeds.

Project elements are described in greater detail below.

1.2 Operations

The BRT route would serve stations from Junction Road near Mineral Point Road to E. Washington Avenue at East Springs Drive. From East Springs Drive the route would split into two alternating local service patterns and connect with the existing Sun Prairie Park-and-Ride or continue onto the Madison Metro Satellite Maintenance Facility, where electric bus charging will occur during layovers. The BRT route would run in a combination of exclusive and semi-exclusive center running and side running bus-only lanes and

mixed traffic lanes with priority at traffic signals and stations. More specifically, the project includes the following, from west to east:

- Junction Road – Buses would operate in mixed traffic. No roadway widening or reconstruction is required outside the station area except for a new traffic signal to access the Junction Terminal park-and-ride.
- Mineral Point Road – Buses would operate in mixed traffic between Junction Road and Big Sky Drive/Tree Lane. The project would shift the existing Mineral Point Road curbside bus-only lanes to center bus-only lanes between Big Sky Drive/Tree Lane and Whitney Way. To accommodate bikes, the sidewalk on the north side of Mineral Point Road will be reconstructed as a shared-use path.
- Whitney Way – Buses would operate in mixed traffic between Mineral Point Road and Tokay Boulevard. Center lanes will be re-striped to bus-only from Mineral Point Road to Sheboygan Avenue. No roadway widening or reconstruction is anticipated outside station areas.
- Sheboygan Avenue and Segoe Road – Buses would operate in mixed traffic. No roadway widening or reconstruction is required outside station areas.
- University Avenue between Segoe Road and University Bay Drive/Farley Avenue – Buses would operate in mixed traffic, with some exceptions. Eastbound, a curbside bus-only lane will be created between Segoe Road and Rose Place/Midvale Boulevard, requiring roadway widening and reconstruction of sidewalks on the south side of University Avenue in some locations. Westbound, buses would operate in mixed traffic with the exception of the approach to the Midvale Boulevard station where buses would share the right lane with right-turning vehicles. Existing eastbound and westbound general-purpose traffic lanes would be maintained. No other roadway widening or reconstruction is required outside station areas.
- Campus Drive between University Bay Drive/Farley Avenue and University Avenue – Buses would operate in a new bus lane that is a converted shoulder in one direction only (westbound on the west part of Campus Drive, and eastbound on the east part of Campus Drive). Outside these areas, buses will operate in mixed traffic. Some roadway reconstruction will be required to convert the shoulder to a bus lane, including slight widening of eastbound Campus Drive at the curve approaching the University Avenue intersection.
- University Avenue (westbound) through the UW campus – BRT would use the existing bus-only lane. No roadway widening or reconstruction is required outside station areas.
- Johnson Street (eastbound) through the UW campus – The existing right-most lane will be striped as bus-only, with right turning vehicles sharing the lane near intersections. No roadway widening or reconstruction is required outside station areas, aside from minor intersection modifications at Randall Avenue.
- State Street – BRT would use the existing transit mall which is restricted to buses, bikes, and authorized vehicles. No roadway widening or reconstruction is required outside station areas.
- Capitol Square – BRT would use existing bus-only lanes. No roadway widening or reconstruction is required outside station areas.
- East Washington Avenue between the Capitol Square and Wright Street – Buses would operate in mixed traffic between Webster Street and Hancock Street. Left lanes would be re-striped to bus-only from Hancock Street to Lexington Avenue (near the Wright Street/Fair Oaks Avenue station). The eastbound left lane from Sixth Street to Lexington Avenue would be open to general purpose traffic between 4:00 pm and 6:00 pm. The westbound left lane from Lexington Avenue to McCormick Avenue would be open to general purpose traffic between 7:00 am and 9:00 am. No roadway widening or reconstruction is required outside station areas.
- Wright, Anderson, and Mendota Streets – Buses would operate in mixed traffic. Construction of a short bus-only lane (about 125 feet long) is needed to connect Mendota Street to the intersection of Anderson Street and Stoughton Road. No other widening or reconstruction of existing roadway is required outside station areas.

- East Washington Avenue between Mendota Street and Portage Road/Thierer Road – Buses would operate in mixed traffic. No roadway widening or reconstruction is required outside station areas.
- East Washington Avenue between Portage Road/Thierer Road and East Springs Drive – Curbside lanes would be re-striped as bus-only. No roadway widening or reconstruction is required outside station areas.

Much of the BRT routing replaces and/or complements local bus service which already exists in these corridors. The below table summarizes the approximate number of weekday buses in 2019 (pre-COVID pandemic) and the projected number of BRT buses proposed on weekdays in 2024 along the BRT route.

BRT Route Location	2019 Weekday Buses	2024 BRT Weekday Buses
Mineral Point Road, West of High Point Road	36	128
Mineral Point Road, West of Island Drive	120	128
Whitney Way, South of Mineral Point Road	252	256
Whitney Way, North of Mineral Point Road	156	128
Sheboygan Avenue, East of Eau Claire Avenue	302	256
University Avenue at Shorewood Boulevard	504	240
Campus Drive	402	240
University Avenue and Johnson Street at Brooks Street	831	240 + 250-300 local
University Avenue and Johnson Street, Lake Street to Bassett Street	711	368 + 250-300 local
State Street at Fairchild Street	618	368
Capitol Square at Wisconsin Avenue and MLK Jr Boulevard	786	368 + 100 local
E. Washington Avenue at Ingersoll Street	282	256
E. Washington Avenue, East of Milwaukee Street	183	128
E. Washington Avenue, East of Highway 30	129	128
E. Washington Avenue at Thierer Road	123	128

The BRT span of service (hours of operation) will be the same as local service (pre-COVID pandemic), generally from about 5:00 am to midnight on weekdays. Along most of the route, bus volumes will remain about the same since the BRT project will replace bus service hours already in the corridor. On some portions of the BRT route, the number of buses will be reduced, a result of replacing 40-foot buses with 60-foot buses (higher capacity buses means fewer buses are needed), as well as the overall restructuring of service to be more efficient. The majority of motor vehicle traffic capacity is expected to be preserved during peak periods on the most congested corridors. As noted, the transit lane on Mineral Point Road will be relocated, but the number of through general purpose lanes will be maintained; on University Avenue from Segoe Road to University Bay Drive BRT will run in mixed traffic; and on E. Washington Avenue the number of through general purpose lanes in the peak direction will be maintained.

1.3 Stations

The project includes 32 station locations, including side running station pairs, center stations, and off-street stations. Stations will generally be between 50 and 60 feet long, and between 9 and 26 feet wide. The Capitol Square station includes two platforms and two auxiliary stops: eastbound and westbound BRT platforms on the Capitol Square itself (Mifflin and Main Streets), as well as auxiliary stops on the Capitol Loop (Dayton and Doty Streets) for use during detours, which are estimated to occur about 70 times per year. Stations are currently proposed at the following locations, from west to east:

Station Name	Position	Station Name	Position
Junction Road	Off street	State Street	Side pair
High Point Road	Center	Capitol Square	Side pair
Westfield Road	Center	Blair Street	Center
Grand Canyon Drive	Center	Paterson Street	Center
Island Drive	Center	Baldwin Street	Center
Rosa Road	Center	First Street	Center
West Transfer Point (optional)	Off street	Fourth Street	Center
Whitney Way/Mineral Point Road	Center	Milwaukee/North Street	Center
Regent Street	Center	Marquette Street	Center
Eau Claire Avenue	Center	Melvin Court – Rethke Avenue	Center
Segoe Road	Side pair	Wright Street – Fair Oaks Avenue	Center
Midvale Boulevard	Side pair	Anderson Street	Side pair
Shorewood Boulevard	Side pair	Mendota Street	Side pair
University Bay Drive	Side pair	Thierer Road – Portage Avenue	Side pair
Orchard Street	Side pair	Independence Lane	Side pair
East Campus Mall	Side pair	East Springs Drive	Side pair

Stations will be typical of modern BRT facilities. They are intended to provide enough space for people to circulate on the platform, be accessible to people with disabilities, and offer a better passenger experience than a typical bus stop. Anticipated features of the BRT stations include level boarding, fare payment equipment, enhanced shelter, seating, and lighting, potential heating, real-time information, security cameras, public Wi-Fi, and enhanced landscaping. Center stations will typically consist of one double-sided platform serving buses in both directions, while side pair stations will consist of a single platform in each direction.

1.4 Fleet

A total of 41 60-foot buses would be procured for the project. Of the vehicles purchased, 27 will be low-floor, battery electric buses. The remaining 14 buses will be diesel-powered vehicles. Additionally, three overhead pantograph chargers and 15 depot chargers would be procured for the project.

1.5 Facilities

The project includes construction of an approximately 170-space park-and-ride lot at Junction Road south of Mineral Point Road. This will serve as the west terminal station and include local bus bays to facilitate transfers between local and BRT service. There are no new buildings planned at this location.

Madison Metro Transit also is preparing to upgrade and open a new Satellite Maintenance Facility at 3901 Hanson Road in Madison. That facility will be operational well before the BRT project and meet system-wide needs including BRT operation. However, the BRT project will include the cost and construction of electric bus charging infrastructure at the facility.

Additionally, the project will include the cost and construction of electric bus charging and bathroom infrastructure at the existing Sun Prairie Park-and-Ride at 2751 O’Keeffe Avenue in the city of Sun Prairie, approximately three miles northeast of the East Springs terminal station. BRT electric buses

are expected to use the new Satellite Maintenance Facility and Sun Prairie Park-and-Ride for layovers and electric charging.

The project also includes construction staging on a City-owned block bounded by E. Washington Avenue, Main Street, Butler Street, and Hancock Street near the proposed Blair Street station. Once construction is complete, this site is planned to be redeveloped using the FTA’s Joint Development program. This development would likely take the form of a mixed-use building, occupying the entire site and rising up to 10 stories.

1.6 Concurrent Projects

The City has various construction projects recently completed or planned along the BRT route or within the BRT project area, which largely focus on pavement replacement, incorporating multi-modal enhancements for biking and walking, and decreasing fatalities and critical injuries caused by motor vehicle crashes. The BRT route includes some of Madison’s highest volume streets that are on the “High Injury Network,” and thus safety improvements have been directed to these areas. Projects on the BRT route include the following:

Project	Description	Status
E. Washington Avenue Pinckney to Marquette	Reduced speed limit, enhanced crosswalk markings.	Complete
E. Washington Avenue at Livingston Street	Added median bollards for pedestrian refuge.	Complete
Whitney Way Sheboygan Avenue to Tokay Boulevard	Reduced speed limit, added buffered bike lanes, improved pedestrian crossings.	Complete
Mineral Point Road at Whitney Way	Reduced speed limit, added driver feedback board.	Complete
University Avenue Shorewood Boulevard to University Bay Drive	Total reconstruction. Bicycle facilities added.	Programmed for 2022-2023
5339b Grant Upgrades	Purchase of three 60-foot buses; upgrade Metro Satellite Maintenance Facility to service 60-foot buses; install dedicated runningway for 1.2 miles of E. Washington Avenue (and eliminate existing curb bumpouts); install dedicated runningway for 0.75 miles of Whitney Way; install red pavement on existing Mineral Point Road; implement spot geometric improvements at East Transfer Point.	Funded; to be constructed concurrently with East-West BRT

These projects were/are separate from the BRT project with independent utility and BRT can operate with or without their construction.

2.0 STEPS TAKEN TO IDENTIFY HISTORIC PROPERTIES

2.1 Area of Potential Effects

A project's Area of Potential Effects (APE) is defined under Section 106 as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties." The APE for the BRT project for above-ground resources (buildings and structures) encompasses properties that may be affected directly (physical, visual, or auditory impacts) or indirectly (secondary, future, or cumulative impacts) by any associated project activities. In consultation with the FTA, the APE was defined as follows:

- Properties along the BRT route within approximately 100 feet of proposed station locations. This will include properties where there may be physical, visual, or auditory impacts resulting from the construction of a station, whether curbside or in the median.
- Properties immediately adjacent to new traffic signals.
- The City-owned property at 432 S. Junction Road (Parcel #070827100937) that will be used for the west terminal station and include a park-and-ride lot and local bus bays to facilitate transfers between local and BRT service.
- Properties along the north side of Mineral Point Road between the Madison Beltline and Whitney Way that may be affected by the widening of the existing sidewalk and strip right-of-way acquisition.
- The existing West Transfer Point property at 5602 Tokay Boulevard (Parcel #070930204072) and the other properties being considered for this station (Parcel #070930204064 and #070930305226).
- Properties along University Avenue at the Midvale Boulevard intersection that may be adjacent to curb line changes.
- Properties adjacent to potential curb line changes near where University Avenue and Campus Drive split.
- Properties along Dayton Street within 100 feet of the Wisconsin Avenue intersection, where a Capitol Loop auxiliary station may be constructed.
- Properties along Doty Street within 100 feet of the Martin Luther King Jr. Boulevard intersection, where a Capitol Loop auxiliary station may be constructed.
- The property at 301 E. Washington Avenue (Parcel #070913325019) that may be used as a construction staging area, as well as adjacent properties in all directions that may be indirectly affected by the future development of the site.
- Properties immediately adjacent to the proposed bus-only connection between Stoughton Road and Mendota Street.
- The two end point properties the City is considering as part of local service extension, the Metro Satellite Maintenance Facility at 3901 Hanson Road (Parcel #081016304040) and Sun Prairie Park-and-Ride at 2751 O'Keeffe Avenue (Parcel #081014400232). A restroom facility will be installed at the latter location in addition to a charger, so the APE there includes adjacent properties where the restroom may be visible and potentially have visual impacts.

Based on the limited nature and extent of certain project components, not all properties along the BRT route have the potential to be affected. Properties excluded from the APE include those outside of station location areas where there will be no roadway widening or reconstruction, as well as those properties outside of station location areas adjacent to either curb ramp reconstruction or curb bumpout removal, both of which will occur entirely within the existing right-of-way and will not introduce any new visual elements that could potentially change the character of the immediate setting.

The APE for archaeological resources encompasses properties where there may be ground disturbing activities associated with the project that have the potential to impact archaeological and cemetery/burial sites.

The Wisconsin State Historic Preservation Office (SHPO) commented on May 24, 2021, that the architecture/history and archaeological APEs were appropriate.

2.2 Architecture/History Survey Results

The architecture/history survey was completed in February and March of 2021 and resulted in the identification of the following historic properties in the APE, from west to east:

- AHI #16673, Capitol Square, Wisconsin State Capitol – listed on the National Register and a National Historic Landmark
- AHI #28441, 210 Martin Luther King Jr. Boulevard, Dane County Courthouse/Madison City Hall – determined eligible for listing on the National Register
- AHI #16109, 404 E. Main Street, St. Patrick’s Roman Catholic Church – listed on the National Register
- AHI #108385, 917 E. Mifflin Street, Breese Stevens Municipal Athletic Field – listed on the National Register
- AHI #115004, 939 E. Washington Avenue, Kleuter Wholesale Grocery Warehouse – listed on the National Register
- AHI #115033, 1301 E. Washington Avenue, Gisholt Machine Company – determined eligible for the National Register
- AHI #102453, 2222 E. Washington Avenue, Madison East High School – determined eligible for the National Register

In addition to these individual properties, portions of the following historic districts are located within the APE:

- 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

See [Appendix A, Figures 2-8](#) for the location of the identified historic properties and districts relative to the APE and overall BRT route.

The full architecture/history survey report¹ will be submitted with this assessment of effects.

2.3 Archaeological Survey Results

The archaeological APE was found to be heavily disturbed by urban development. There are six previously reported sites (four cemetery/human burial sites and two archaeological sites) that intersect or are directly adjacent to the APE. Based on the project’s current limits of potential disturbance, no further work is recommended at the following sites:

- BDA0080 (Sunset Memory Gardens)
- 47DA0058/BDA0327 (H. P. Hall Bird Effigy)

¹ Commonwealth Heritage Group, Inc., *Architecture/History Survey Report, East-West Bus Rapid Transit (BRT) Project, City of Madison, Dane County, Wisconsin*, prepared for City of Madison Metro Transit (October 2021).

- 47DA0817 (Toepfer Farm)
- 47DA0868 (State Capitol)]

The portions of these sites that could potentially be affected by the project have been extensively impacted or there is no potential for the project to impact subsurface features associated with these sites based on current project design. Further, it does not appear any of these sites have potential National Register eligibility.

In accordance with Wisconsin's burial sites law, Wisconsin State Statute §157.70, Commonwealth recommends monitoring by a "qualified archaeologist" during ground disturbing construction activities within the following sites:

- 47DA0136/BDA0389 (Monona Avenue Park Mound Group)
- 47DA0177/BDA0586 (Capitol Park Effigy).

This recommendation is based on the potential for burials within the APE and the proposed location of one or more BRT stations within the boundaries of these sites. Archaeological monitoring will not be required if ground disturbance will not occur within the reported boundary of either site.

The full archaeological survey report² will be submitted with this assessment of effects.

² Commonwealth Heritage Group, Inc., *Phase I Archaeology Survey Report, East-West Bus Rapid Transit (BRT) Project, City of Madison, Dane County, Wisconsin*, prepared for City of Madison Metro Transit (October 2021).

3.0 HISTORIC PROPERTIES IN THE APE

The architecture/history survey resulted in the identification of seven individual historic properties and three historic districts in the APE. A historic district is considered to be in the APE if any individual property within the district is in the APE.

3.1 Individual Historic Properties

The individual historic properties identified within the APE are summarized in the following table, which includes the criterion or criteria under which each qualifies for the National Register, as well as area(s) of significance, if known.

AHI #	Property Name	Address	Resource Type	National Register Qualification
16673	Wisconsin State Capitol	Capitol Square	Government building	Listed under <i>Criterion A: Politics/Government</i> and <i>Criterion C: Architecture</i> ; significant association with America's Progressive era and the "Wisconsin Idea" movement; distinctive intact example of Renaissance Revival and Beaux Arts architecture patterned after the U.S Capitol ³ ; also a National Historic Landmark.
28441	Dane County Courthouse/ Madison City Hall	210 MLK Jr. Blvd.	Municipal building	Determined eligible under <i>Criterion C: Architecture</i> ; significant local example of the International style.
16109	St. Patrick's Roman Catholic Church	404 E. Main St.	Church	Listed under <i>Criterion C: Architecture</i> ; significant local example of the Romanesque Revival style, late nineteenth century religious architecture in general, and the work of notable architect John Nader. ⁴
108385	Breese Stevens Field	917 E. Mifflin St.	Stadium/ Athletic field	Listed under <i>Criterion A: Entertainment/Recreation</i> ; locally significant for its continuous use as a community sports/event venue since the 1920s and its association with the Civil Works Administration (CWA) in the 1930s. ⁵

³ National Register of Historic Places, Wisconsin State Capitol, Madison, Dane County, Wisconsin, National Register #70000031.

⁴ National Register of Historic Places, St. Patrick's Roman Catholic Church, Madison, Dane County, Wisconsin, National Register #82000657.

⁵ National Register of Historic Places, Breese Stevens Municipal Athletic Field, Madison, Dane County, Wisconsin, National Register #15000502.

AHI #	Property Name	Address	Resource Type	National Register Qualification
115004	Kleuter Wholesale Grocery Warehouse	939 E. Washington Ave.	Warehouse	Listed under <i>Criterion C: Architecture</i> ; significant local example of the Prairie School style as applied to an industrial building and the work of notable architect Alvan Small. ⁶
115033	Gisholt Machine Co.	1301 E. Washington Ave.	Industrial building	Determined eligible under <i>Criterion A: Industry</i> ; locally significant for its important role in the industrial development of Madison. ⁷
102453	Madison East High School	2222 E. Washington Ave.	School	Determined eligible under <i>Criterion C: Architecture</i> ; significant local example of the Collegiate Gothic style and the work of notable architect Frank Riley. ⁸

3.2 Historic Districts

Brief descriptions of the three historic districts identified in the APE are provided below.

3.2.1 University Hill Farms Historic District

The University Hill Farms Historic District was listed on the National Register in 2015 under *Criterion A: Community Planning and Development* and *Criterion C: Architecture*. The postwar neighborhood is roughly bounded by Sheboygan Avenue to the north, Mineral Point Road to the south, Midvale Boulevard to the east, and Whitney Way to the west. It was a collaboration between the City and University of Wisconsin to create a “community within a community,” during a time when the city was rapidly growing and the need for housing was great. Most of the land, which had been University-owned, was platted and sold by 1959, and most buildings were constructed by 1964. The district has local significance as “a complete planned suburban community whose creation had a lasting effect on the city of Madison” and as an “architecturally significant collection of single family and multi-family residences, churches, private office buildings, and a school, that together constitute a well-defined and visually distinct geographic and historic entity.”⁹ The period of significance is 1956 to 1989.

⁶ National Register of Historic Places, Kleuter & Company Wholesale Grocery Warehouse, Madison, Dane County, Wisconsin, National Register #100003034.

⁷ National Register of Historic Places, Determination of Eligibility, Gisholt Machine Company Manufacturing Complex, Madison, Dane County, Wisconsin, on file at the State Historic Preservation Office, WHS #02-0013/DA.

⁸ National Register of Historic Places, Determination of Eligibility, East Side High School, Madison, Dane County Wisconsin, on file at the State Historic Preservation Office, WHS #02-0013/DA.

⁹ National Register of Historic Places, University Hill Farms Historic District, Madison, Dane County, Wisconsin, National Register #15000402.

3.2.2 *Bascom Hill Historic District*

The Bascom Hill Historic District was listed on the National Register in 1974 under *Criterion A: Education and Politics/Government* and *Criterion C: Architecture*. Located on the University of Wisconsin-Madison campus and centered on what was once known as “College Hill”, the district is generally bounded by Lake Mendota, Library Mall, University Avenue, Lathrop Drive, and Bascom Hall. It has significance as “the most historic cluster of institutional buildings in Wisconsin.”¹⁰ The period of significance is 1851 to 1969.

3.2.3 *State Street Historic District*

The State Street Historic District was determined eligible for the National Register under *Criterion A: Commerce* and *Criterion C: Architecture*. It encompasses 15 commercial blocks centered along State Street between Capitol Square and Lake Street. The district has local significance as an intact and visually distinctive grouping of late nineteenth and early twentieth century commercial buildings and the largest concentration of architecturally significant historic commercial buildings in Madison. In addition, it represents an extended period of historic commercial development in central Madison.¹¹ The period of significance is 1855 to 1946.

¹⁰ National Register of Historic Places, Bascom Hill Historic District (additional documentation), Madison, Dane County, Wisconsin, National Register #74000065.

¹¹ National Register of Historic Places, Determination of Eligibility, State Street Historic District, Madison, Dane County Wisconsin, on file at the State Historic Preservation Office.

4.0 EFFECTS ON HISTORIC PROPERTIES

4.1 Direct Effects

The LPA is an approximately 15-mile east-west BRT route that will run along E. Washington Avenue, around the Capitol, through the University of Wisconsin-Madison campus, and along University Avenue and Mineral Point Road to the West Towne area. The route follows major, modern transportation corridors with existing bus service and infrastructure. It will be an on-street BRT system with buses operating in a combination of mixed traffic and both center running and side running bus-only lanes, with running way improvements such as limited stops, transit signal priority (TSP), and minor intersection improvements such as curb ramp upgrades. Between station areas, there will be only minor roadway modifications in certain areas, which in general will be limited to revising pavement markings to distinguish between the bus-only and mixed traffic lanes and to facilitate lane transitions. The existing roadway footprint (curb-to-curb width) will remain the same across the majority of the BRT route. Project work related to the running way (lane configurations and markings), TSP, and intersection improvements will introduce only minor visual changes in the viewshed of historic properties and some limited construction work will occur within historic district boundaries. Bus volumes are not expected to increase in the vicinity of any historic properties or within any historic districts.

At locations where a BRT station will be constructed, the introduction of new streetscape elements to the setting could affect nearby historic properties. The preferred station design ([Appendix A, Figure 9](#)) employs simple construction methods with component parts that can fit various station configurations. The shelter has central columns with crossbeams supporting a canopy with a skylight. One end of the shelter is partially enclosed to provide protection from the wind and other weather elements. Lighting will consist of LED luminaires mounted to the horizontal structural elements in a downward facing position to illuminate the station platform. To minimize light pollution and light trespass, there will be no direct up-light illumination. In most cases, the BRT stations will be positioned at or near existing bus stops, many of which have existing shelters. The existing shelters will be removed and replaced by the BRT station, and local service will be removed and replaced by the BRT except for in the downtown area between Randall Avenue and Capitol Square.

In many cases, historic properties are in the vicinity of a median BRT station from which they are separated by a relatively wide roadway (multiple travel lanes) and roadside (terrace and sidewalk). Where historic properties are adjacent to or in the vicinity of a curbside station, there is an existing bus stop and shelter at or very near the same location. When station design concepts were evaluated, criteria included conformity to surrounding historic buildings and the ability to be customized (scaled-down, reconfigured, etc.). On State Street for example, where there are some constraints and site-specific design considerations because of narrower sidewalks and building setbacks, a shorter station platform (50 feet long instead of 60 feet) and shelter (20 feet long instead of 60 feet) are proposed, as well as a more transparent enclosure area to maintain storefront visibility. A lower impact station also will be used at Whitney Way/Regent Street to minimize potential visual impacts within the University Hill Farms Historic District. At University Avenue/East Campus Mall a station without a shelter is planned for the near side of the intersection to avoid obstructing views of the front of the Chazen Museum of Art, which is within but does not contribute to the Bascom Hill Historic District. The unsheltered station was a request of the museum to avoid potentially obstructing views of the modern architecture and landscaping at the front of the property and is unrelated to potential historic impacts. There will be a second platform at this station on the far side of East Campus Mall that will have a shelter, in an area that will not cause visual impacts to the museum.

Also proposed are two Capitol Loop auxiliary stations, which will be used only when the Capitol Square stations are closed during special events. These stations will normally not be in use, and only include a few features to distinguish them as BRT stations, including BRT signs, public seating, and potentially a small

shelter and lighting improvements. There will not be a raised platform, BRT-branded shelter, or other features of the typical BRT station.

Effects to parking also have been considered. Some riders currently access transit by parking on public streets prior to boarding a bus. If this is the case with BRT, it would provide greater access to the system for area residents but could reduce the availability of on-street parking. Concerns about parking were expressed by stakeholders in the University Hill Farms neighborhood. A parking analysis was done using aerial imagery to estimate parking utilization on Regent Street between Whitney Way and Eau Claire Avenue, the area of concern. There are approximately 81 parking spaces along this portion of Regent Street. City staff conducted a parking inventory in this area on Tuesday, December 14, 2021, at approximately 9:30 a.m. and found 16 vehicles parked for a utilization of 20 percent. Satellite imagery from Google taken on Wednesday, October 3, 2018, showed 13 vehicles parked on the street, a utilization of approximately 16 percent. Satellite imagery from Wednesday, June 4, 2014, and Thursday, June 12, 2014, as well as earlier dates, shows similar or lower parking utilization. During this period of time, commuter bus traffic has served the Whitney Way/Regent Street and Sheboygan Avenue/Eau Claire Avenue intersections with equal or better service compared to the proposed BRT service during commute times.

On-street parking impacts also are expected to be minimal because the volume of buses on the BRT route will not be substantially increased. The BRT also will expand frequent service further from the central city and provide parking at a new park-and-ride at the west terminal station. This may reduce the amount of riders driving into the city and parking on public streets before boarding a bus. To offset parking impacts, the City has a Residential Parking Permit Program (RP3). Residents can be given priority for parking through the purchase of permits, generally allowing them to park on streets for two days while unpermitted cars can only park for two hours. The only historic properties within the BRT APE that are not within an RP3 district are those within the Bascom Hill Historic District.

On-street parking also will be prohibited on E. Washington Avenue for two hours for the morning peak direction (inbound/westbound) and for two hours for the afternoon peak direction (outbound/eastbound) between Blount Street and Milwaukee Street. This will affect the availability of all-day parking in front of Breese Stevens Municipal Athletic Field, Gisholt Machine Company, and Madison East High School. On-street parking will still be available during the day outside of the peak hour restricted times.

The project also includes construction staging on a City-owned block bounded by E. Washington Avenue, Main Street, Butler Street, and Hancock Street, near the proposed Blair Street BRT station. Once BRT construction is complete, this site is planned to be redeveloped using the FTA's Joint Development program. This development would likely take the form of a mixed-use building, occupying the entire site and rising up to 10 stories. Considering the size and scale of the potential development, there may be effects to historic properties in its vicinity.

Specific direct effects on each of the identified historic properties and districts are summarized in the following table and shown/depicted on [Figures 10-42 in Appendix A](#).

Property/District Name	Location Relative to the BRT Project	Figures
University Hill Farms Historic District	Contributing resources are in the vicinity of proposed median stations at Whitney Way/Regent Street and Sheboygan Avenue/Eau Claire Avenue, and the new traffic signal at Whitney Way/Sheboygan Avenue; only the Whitney Way/Regent Street station is within the district boundary. Existing bus stops with no shelter will be removed at Whitney Way/Regent Street, and an existing eastbound bus stop with shelter at Sheboygan Avenue/Eau Claire Avenue will be removed. A lower impact station will be used at Whitney Way/Regent Street (reduced size and more transparent).	2-4, 10-16
Bascom Hill Historic District	Proposed westbound station at University Avenue/East Campus Mall will have two platforms. Nearside portion of the station is adjacent to the noncontributing 2011 expansion of Chazen Museum of Art located within the district boundary; this platform will not include a shelter. Proposed farside portion of the station is in the vicinity of the Elvehjem Building, a contributing resource within the district; this platform will include a shelter.	5, 17-22
State Street Historic District	Proposed eastbound and westbound State Street stations are within the district boundary. Eastbound station is adjacent to noncontributing Madison Museum of Contemporary Art (constructed in 2006). Westbound station is adjacent to contributing resource (346 State Street, AHI #88390) and will replace an existing bus stop with shelter in same location. A lower impact station will be used at Whitney Way/Regent Street (reduced size and more transparent).	5-6, 23-28
Wisconsin State Capitol	Located in the vicinity of the two Capitol Square stations (E. Mifflin Street and W. Main Street). Stations will be curbside on the opposite side of the road as the Capitol grounds. Existing bus stops with shelters will be removed.	6, 29-33
Dane County Courthouse/ Madison City Hall	Located adjacent to the proposed eastbound Capitol Loop auxiliary station on Doty Street. Station will be similar to a local service bus stop/shelter, not a full BRT station.	6, 34-35
St. Patrick's Roman Catholic Church	Located in the vicinity of the Brayton Lot construction staging area and future redevelopment site. The portion of the property where the church building is located does not have direct line of sight to the Brayton Lot.	6 ¹²
Breese Stevens Field	Located in the vicinity of the proposed median station at E. Washington Avenue/Paterson Street. Property is on the opposite side of the intersection as the station. Existing bus stop with no shelter will be removed.	7, 36

¹² Since there is no direct line of sight to/from St. Patrick's Roman Catholic Church, a figure showing/depicting the future redevelopment site in relation to the historic property was not prepared.

Property/District Name	Location Relative to the BRT Project	Figures
Kleuter Wholesale Grocery Warehouse	Located in the vicinity of the proposed median station at E. Washington Avenue/Paterson Street. Property is on the opposite side of the intersection as the station. Existing bus stop with no shelter will be removed.	7, 36
Gisholt Machine Co.	Located in the vicinity of the proposed median station at E. Washington Avenue/Baldwin Street. Property is on the same side of the intersection as the station. Existing bus stop with no shelter will be removed.	7, 37-39
Madison East High School	Located in the vicinity of the proposed median station at E. Washington Avenue/4 th Street. Property is on the same side of the intersection as the station. Existing bus stop with no shelter will be removed.	8, 40-42

4.2 Indirect Effects

Consistent with the *City of Madison Comprehensive Plan* (adopted 2018), a transit-oriented development (TOD) overlay zoning district framework is being considered, which is intended to support investment in and use of public transit and bicycle connections by fostering development that intensifies land use and economic value around transit stations and by promoting a mix of uses that will enhance the livability of station areas. While the BRT project is separate from potential TOD overlay zoning, implementation of the latter and changes in development patterns, population density, growth rates, and property values in the BRT project area may be considered indirect effects of the BRT project. If implemented, TOD could foster the redevelopment of properties with access to BRT. The effects of this are likely to be most pronounced on Mineral Point Road west of S. Yellowstone Drive and on E. Washington Avenue east of Milwaukee Street. No historic properties were identified within the APE in this area. Further, the City is currently recommending the exclusion of local and National Register-listed historic districts from the overlay, minimizing potential effects it may have on historic properties. TOD and historic preservation can be complementary, as the increased development activity around BRT stations can directly lead to the revitalization of historic properties and neighborhoods in those same areas. Conversely, historic properties may be demolished to allow for new development.

The BRT project on its own is expected to have a growth-inducing effect on future investment, jobs, and property values along the BRT route. A substantial amount of redevelopment has occurred in Madison in areas that are well-served by local bus service, and BRT has the potential to increase the pace and scope of redevelopment. Locations along the BRT route that may be susceptible to this include portions of E. Washington Avenue east of Milwaukee Street, Mineral Point Road west of S. Yellowstone Drive, and Sheboygan Avenue. Redevelopment unrelated to BRT is already occurring on the north side of Sheboygan Avenue, just outside of the Hill Farms Historic District. This includes the new Hill Farms State Office Building, completed in 2018, and Madison Yards, a mixed-use development currently under construction.

5.0 ASSESSMENT OF EFFECTS

Effects of the proposed project on historic properties were assessed by applying the seven criteria for adverse effects outlined in 36 CFR § 800.5. Although all of the examples of adverse effect provided in the regulation were considered, only two were found to be relevant:

- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historical significance.*
- (v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.*

With regard to the other examples of adverse effect, there will be no physical destruction or damage to all or part of a historic property (i); no historic properties will be altered, moved/removed, or neglected (ii, iii, and vi); and no historic properties under federal ownership will be transferred, leased, or sold (vii).

5.1 Direct Effects

5.1.1 Stations and Operations

Most historic properties within the APE are located in the vicinity of, but not immediately adjacent to, a proposed BRT station or stations, and effects to these properties will be minimal. This includes the following properties:

- Wisconsin State Capitol
- Dane County Courthouse/Madison City Hall
- Breese Stevens Field
- Kleuter Wholesale Grocery Warehouse
- Gisholt Machine Co.
- Madison East High School

In these cases, a station platform and shelter will either be in the median or on the opposite side of the road as the historic property. The stations may be visible from the property from certain angles, but because of the separation distance there will be no obstructive effects, such as blocking or intruding into a historic view, blocking a significant feature of the historic property, or substantially detracting from a view of the historic property important to the interpretation and perception of its significance. Additionally, these historic properties are located along major, modern transportation corridors with existing bus service, and near existing bus stops (most with shelters). As a result, the addition of BRT stations in these areas will not be a significant change to the current character of the immediate setting or overall urban environment. The proposed stations are not incompatible or out of scale with, or in great contrast to, existing conditions. Rather, their design and appearance clearly differentiate between old and new so as not to create a conjectural or false sense of history near actual historic properties. Further, there will be no measurable changes to the use of, or access to, these historic properties, and noise and traffic volume increases are not expected. Along the BRT route, the BRT system will largely be a replacement/upgrade to an existing bus network, and there are no improvements proposed with irreversible historic implications. With the introduction of electric buses, air and noise impacts are also expected to decrease.

Some stations are in closer proximity to historic properties or are located within the boundary of a historic district. This includes the proposed median station at Whitney Way/Regent Street within the University Hill Farms Historic District, the proposed curbside station at University Avenue/East Campus Mall adjacent to

resources within the Bascom Hill Historic District, the two State Street stations within the State Street Historic District, and the auxiliary station adjacent to the Dane County Courthouse/ Madison City Hall.

Regarding the University Hill Farms Historic District, the proposed Whitney Way/Regent Street station will be within the existing median. Since it will be located fully within the historic boundary of the district, it will have a lower impact design (reduced platform and shelter size and more transparent) to minimize potential visual impacts. The station will be separated from the nearest properties by two travel lanes, a terrace, and a sidewalk. This is an existing signalized intersection with overhead traffic lights, modern street lights at each corner, and existing curbside bus stops on Whitney Way (which will be removed). As with the median stations described above, the addition of a BRT station at this location will not be a significant change to the current character of the immediate setting, nor will it impact views toward or from any historic properties or otherwise have any effect on the integrity of the overall historic district. Whitney Way has historically been a primary transportation corridor for this neighborhood and for traffic in general moving through this part of the city.

Further, bus service is not increasing at this location. The introduction of a BRT station is unlikely to increase, and may decrease, the amount of park-and-ride activity that was observed in the years immediately prior to the COVID pandemic. Whitney Way is an existing transit corridor with about eight buses per hour during peak periods heading towards downtown. BRT will replace this service and reduce this volume to four buses per hour. Peak period bus service on Sheboygan Avenue towards downtown will be reduced from 16 buses per hour to eight.

Lastly, although recent safety improvements completed along Whitney Way will support the BRT by improving safety for people taking transit, this was done separately from the BRT project. BRT can operate with or without these improvements, which includes the removal of on-street parking from Whitney Way, from both within and outside the historic district, where on-street parking usage was low in most areas (2 to 3 percent).

The proposed curbside station at University Avenue/East Campus Mall will include both nearside and farside platforms. The nearside platform will not include a shelter, a request of the Chazen Museum of Art to avoid potentially obstructing views of the architecture and landscaping at the front of the property. This portion of the museum dates from 2011 and does not contribute to the Bascom Hill Historic District. The farside platform will include a shelter. Directly north of the station is a sidewalk, the front driveway of the museum, and a sculpture garden. This front area was part of the 2011 museum expansion and does not contribute to the historic district. Further to the north, over 100 feet from the station, is the Elvehjem Building, a contributing resource of the historic district. Based on the distance from the station and modern streetscaping and landscaping between the building and University Avenue, there will be only minor visual effects, if any, to the Elvehjem Building and the overall historic district.

As noted, the two State Street stations will be smaller in size and have a more transparent enclosure area to maintain storefront visibility to minimize visual impacts to adjacent buildings/businesses. The proposed eastbound station is adjacent to the Madison Museum of Contemporary Art, which was constructed in 2006, and does not contribute to the State Street Historic District. The station will be in the location of modern benches and planter boxes within the terrace area. Because of its location and lower impact design, this station will have minimal effects on the overall historic district. The proposed westbound station is adjacent to 346 State Street, a contributing c.1890 Italianate-style commercial building. The station will be fully incorporated within the terrace area along a side elevation of the building and replace an existing bus stop and shelter. The existing and proposed shelter will be similar in size (about 20 feet long and eight feet wide). The BRT station will not reduce pedestrian walkways or obstruct views of any important architectural features of the building, which are largely limited to the upper story and cornice, nor will it detract from any historic features critical to understanding and interpreting the significance of the overall historic district. Bus

service will not increase along State Street, which has been a public transit route since the electric streetcar era of the late nineteenth and early twentieth centuries. Total bus volumes on State Street are estimated to be reduced by 40%. Buses will be removed entirely from the 400 to 600 blocks of State Street, within the historic district, and the total number of bus stops on State Street (many with existing shelters) will be reduced from 10 to 2.

An auxiliary BRT station is proposed on Doty Street, adjacent to the Dane County Courthouse/Madison City Hall. It will be located on a side elevation of the building in an area that is currently a roadside seating area for pedestrians. This station will normally not be in use and will only include a BRT sign, seating, and potentially a small shelter and lighting improvements. Based on its location and limited features there will be minimal effects, visual or otherwise, to the Dane County Courthouse/Madison City Hall, and no potential to diminish the property's historic integrity in any way. There will be no changes to the property's historic character or use or to any physical features within the property's setting that contribute to its significance.

5.1.2 Future Redevelopment Site

Once BRT construction is complete, the construction staging site on E. Washington Avenue between Butler Street and Hancock Street may be redeveloped by the City using the FTA's Joint Development program. The development is expected to include a mixed-use building that may be up to ten stories in height.

Northeast of this site, and fronting on Main Street, is the National Register-listed St. Patrick's Roman Catholic Church. Between the church building and the potential development site is a two-story, c.1960 parish addition that does not contribute to the property's architectural significance. Because of this addition, there is no direct line of sight to the redevelopment site. Further, the new building will not be behind the church building, such that it could detract from views of the historic property.

5.2 Indirect Effects

The City may implement TOD zoning as outlined in 2018 comprehensive plan, which would include BRT station areas. Local planning efforts in these areas will consider effects to nearby historic properties. This includes excluding local and National Register-listed historic districts from the overlay, which City staff is recommending. The FTA may assess the need to adjust the project APE and/or reconsider effects of the BRT to historic properties if TOD zoning is implemented and development in proximity to historic properties is identified.

6.0 VIEWS OF THE PUBLIC AND CONSULTING PARTIES

6.1 Public Engagement/Involvement

The public engagement/involvement process to date for the BRT project is summarized below. More information is available on the project website at www.cityofmadison.com/metro/routes-schedules/bus-rapid-transit/community-engagement.

6.1.1 Planning Study

Planning and design of the BRT project began in 2019 with the East-West BRT Planning Study. The public engagement process during the planning study stage was designed to support the City of Madison Racial Equity and Social Justice Initiative (RESJI) by involving a broad spectrum of residents in learning about and providing input on the BRT planning process. The purpose was to build broad community awareness and buy-in through an equitable, transparent, and iterative approach that reduced barriers to participation and incorporated a range of community needs, concerns, and priorities into the final plan. The engagement process included a mix of online, print, and in-person tools to provide residents with a variety of choices and opportunities for engagement. Certain engagement strategies such as public meetings targeted the public broadly, while others, such as the mobile engagement stations and small group conversations focused on reaching traditionally underrepresented communities through a more tailored approach to these specific groups and organizations. An LPA was approved by the City of Madison Common Council in March 2020.

6.1.2 Project Development

Following the adoption of the initial LPA, the City began further planning and design work and opted to modify the LPA to include center-running BRT lanes, changes to station locations, and refinements to the alignment. After a series of public engagement events regarding these changes in fall and winter 2020, the City of Madison Common Council approved the revised LPA in January 2021. This revised LPA has been studied and slightly modified during project development and environmental review based on continued engagement with the public.

The City established a project email, brt@cityofmadison.com, for community members to send in questions and comments throughout the planning process. Comments/concerns were received in opposition to using State Street for BRT, primarily related to the perception that it will have a negative impact on the businesses and disrupt the pedestrian experience. Comments/concerns also were received regarding the loss of parking and bike lanes on Whitney Way in the University Hill Farms neighborhood.

Additional engagement was conducted in 2021 to advance station designs based on community feedback. The City sponsored a BRT station design competition to develop conceptual station designs and received over 2,600 comments that informed the selection of the preferred concept.

Overall, very few comments have been received during the project development stage regarding the project's potential to impact historic properties.

6.1.3 State Street

City staff met with members of the Downtown Business Improvement District (BID) on June 23, 2021, to discuss the BRT route and station locations. At the time, several possible station locations on State Street were being investigated. Most members of the BID objected to the BRT route being on State Street and instead wanted all existing bus service removed from State Street. Specific concerns included a desire to

maintain window visibility, operate sidewalk dining and vending, and a long-term goal to turn State Street into a pedestrian mall.

Over the summer of 2021, City staff met individually with the following institutions and businesses located on State Street:

- Madison Museum of Contemporary Art
- Overture Center
- JP's Fresh Market
- Princess of India
- Parthenon
- Triangle Market
- Tutto Pasta
- Noodles
- Little Luxuries
- Anthology
- Jazzman

The purpose of the meetings was to determine a best/preferred location for the BRT stations, share information on the station design, and get direct feedback from stakeholders immediately next to the station. Comments/concerns centered on the visual impacts. In response to the input gathered, the sizes of the platforms and shelters on State Street were reduced.

6.1.4 30% Design Public Information Meetings

The City hosted four Public Information Meetings (PIM) to share the 30% plans and gather community input. The first meeting was held on September 29, 2021, and provided an overview of the BRT route, station configuration, and station design. The subsequent three meetings focused on the east side (October 7, 2021), west side (October 14, 2021), and downtown (October 28, 2021) portions of the route, and included information on potential impacts to historic properties. Questions and comments received generally were regarding operations, station locations and design, and impacts and improvements for both pedestrians and cyclists. During the first overview meeting, there were numerous questions regarding the use of State Street. A question also was raised pertaining to the University Hill Farms Historic District and a concern that the neighborhood will become a de facto park-and-ride. No other questions/comments were received specifically related to historic properties.

6.2 Consulting Parties

6.2.1 Consulting Parties Meetings

To solicit comments specifically regarding the project's effects on historic properties, FTA contacted potential interested parties via letter and/or email in May 2021 (see [Appendix B](#)). This included City preservation planning staff, local historical societies and other preservation organizations, historic property owners, and Native American tribes. Three parties with a demonstrated interest requested to be consulting parties from the FTA and were included in consultation. A Section 106 consulting parties meeting was held virtually on September 14, 2021. Attendees included project team members from the FTA, the City, SRF Consulting Group, and Commonwealth Heritage Group; Heather Bailey, preservation planner with the City and staff liaison for the City of Madison Landmarks Commission; Mark Buechel with the National Park Service; Kimberly Cook with Wisconsin SHPO; Mike Lawton and Joe Keyes with the Hill Farms Neighborhood Association; Sue Springman with the Mullins Group; and Carmelo Alfano, a business owner on State Street. Meeting minutes are provided in [Appendix B](#). Formal written questions and comments were

received from Mike Lawton and Carmelo Alfano, which are also provided in [Appendix B](#) along with the responses from the project team.

A second consulting parties meeting was held virtually on December 9, 2021, to discuss the assessment of effects to historic properties presented in this report. Carmelo Alfano was the only consulting party who did not attend. Meeting minutes are provided in [Appendix B](#), along with written comments received from Mike Lawton and the Hill Farms Neighborhood Association.

City staff had a follow-up meeting with representatives of the Hill Farms Neighborhood Association (Mike Lawton and Joe Keyes) on December 29, 2021, to discuss questions and concerns raised at the second consulting parties meeting. See [Appendix B](#) for a summary of that meeting. Following the meeting, and in response to the written comments received, the City agreed to reduce the size of the BRT station (both the platform and shelter) at Whitney Way/Regent Street to minimize potential visual impacts at that location within the University Hill Farms Historic District.

6.2.2 City of Madison Landmarks Commission

The City of Madison Landmarks Commission is a consulting party under Section 106. An overview of the project and the results of the architecture/history investigations were presented at the commission's September 20, 2021, meeting, which was open to the public. See [Appendix B](#) for a copy of the staff report summarizing the presentation and commission member comments.

At its December 10, 2021, meeting, the Landmarks Commission reviewed the assessment of effects to historic properties presented in this report. The commissioners discussed various aspects of the project and voiced their agreement with the finding of no adverse effects to historic properties. City preservation planning staff also agrees with this finding. See [Appendix B](#) for a copy of the staff report summarizing this meeting.

**Determination of No Adverse Effects
Madison East-West BRT Project**

APPENDIX A

Figures

Determination of No Adverse Effects Madison East-West BRT

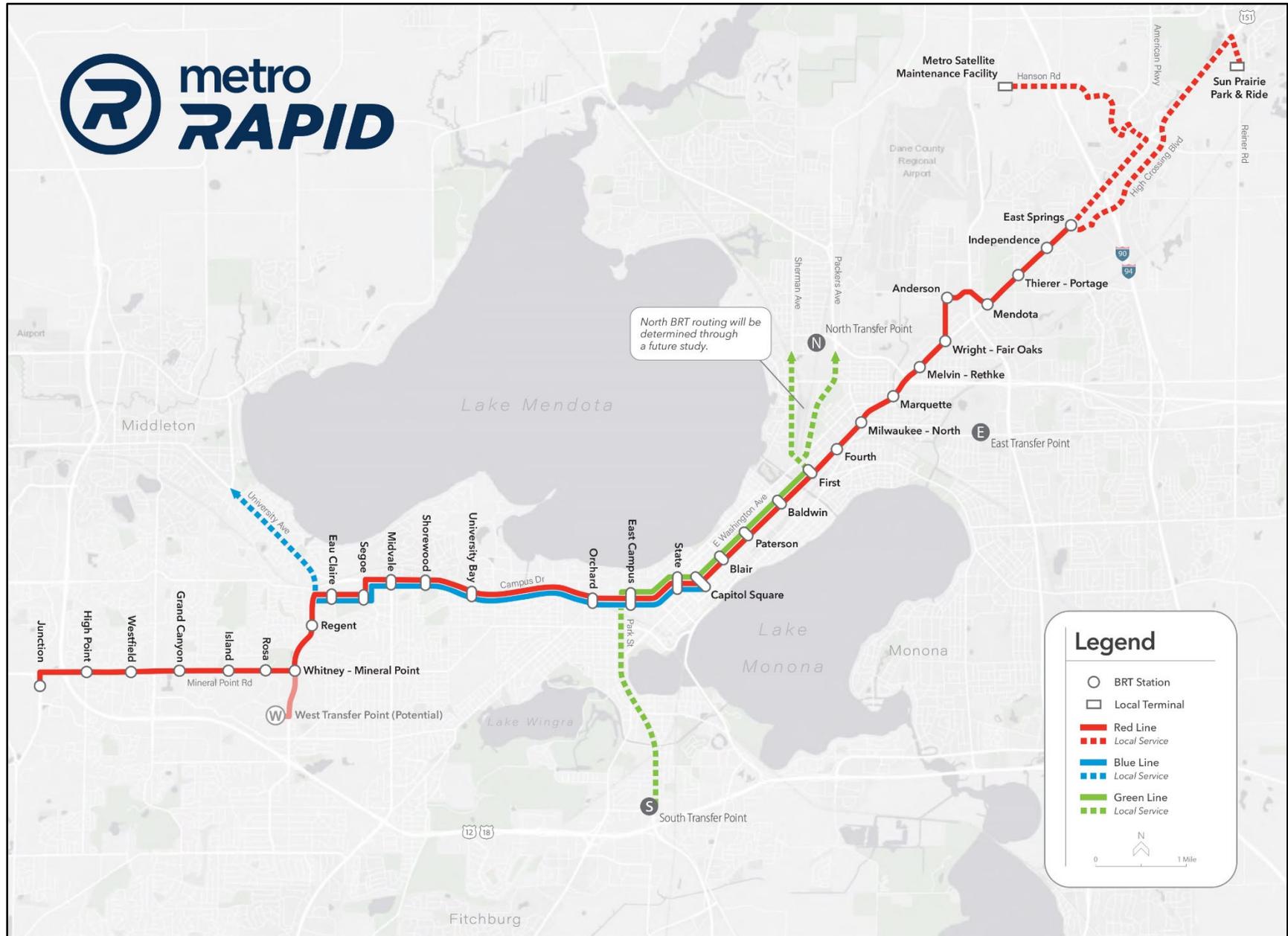


Figure 1. Overview Map of BRT Route

Determination of No Adverse Effects Madison East-West BRT

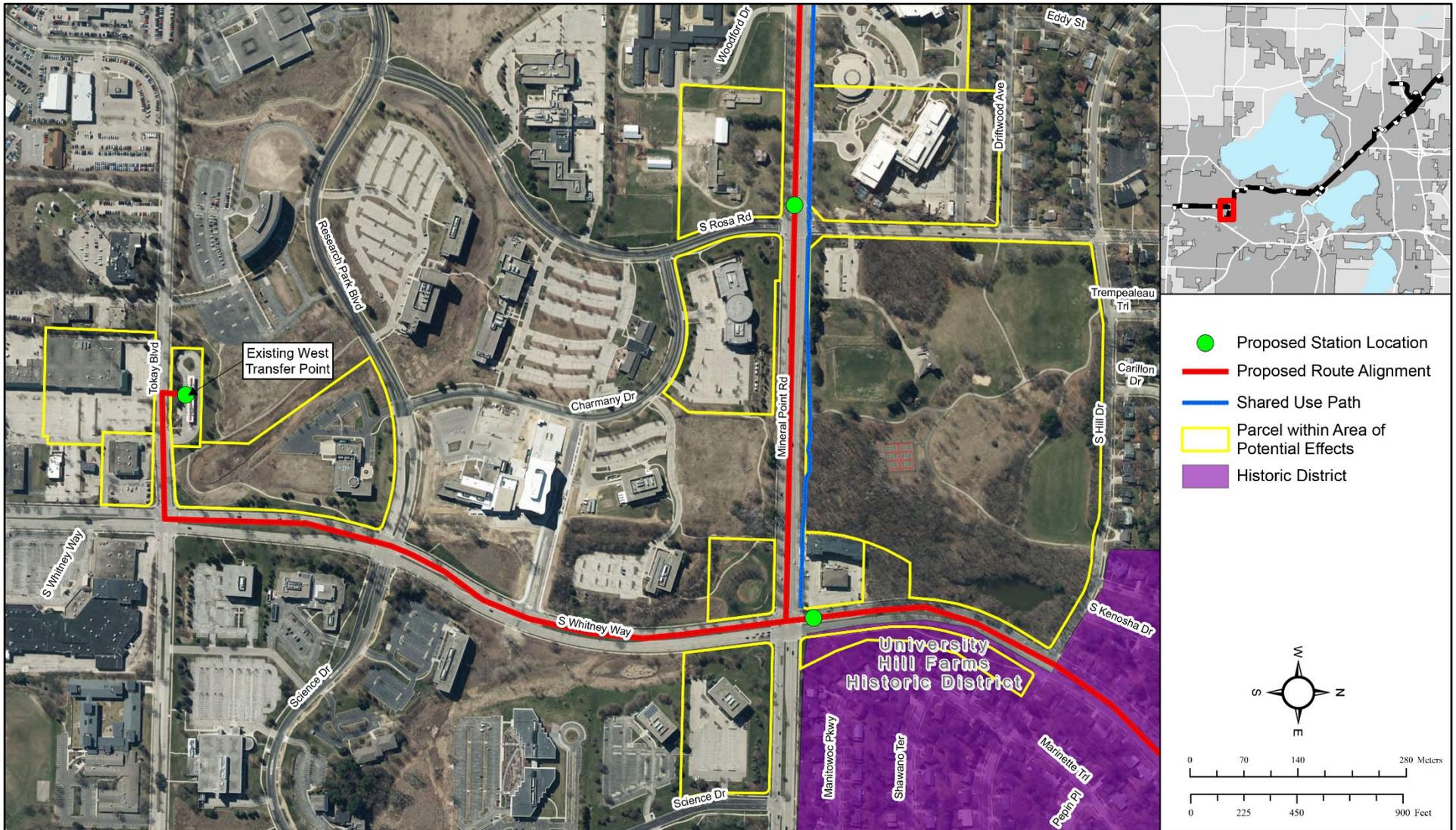


Figure 2. Map of Identified Historic Properties/Districts
Shown Here: University Hill Farms Historic District

Determination of No Adverse Effects Madison East-West BRT

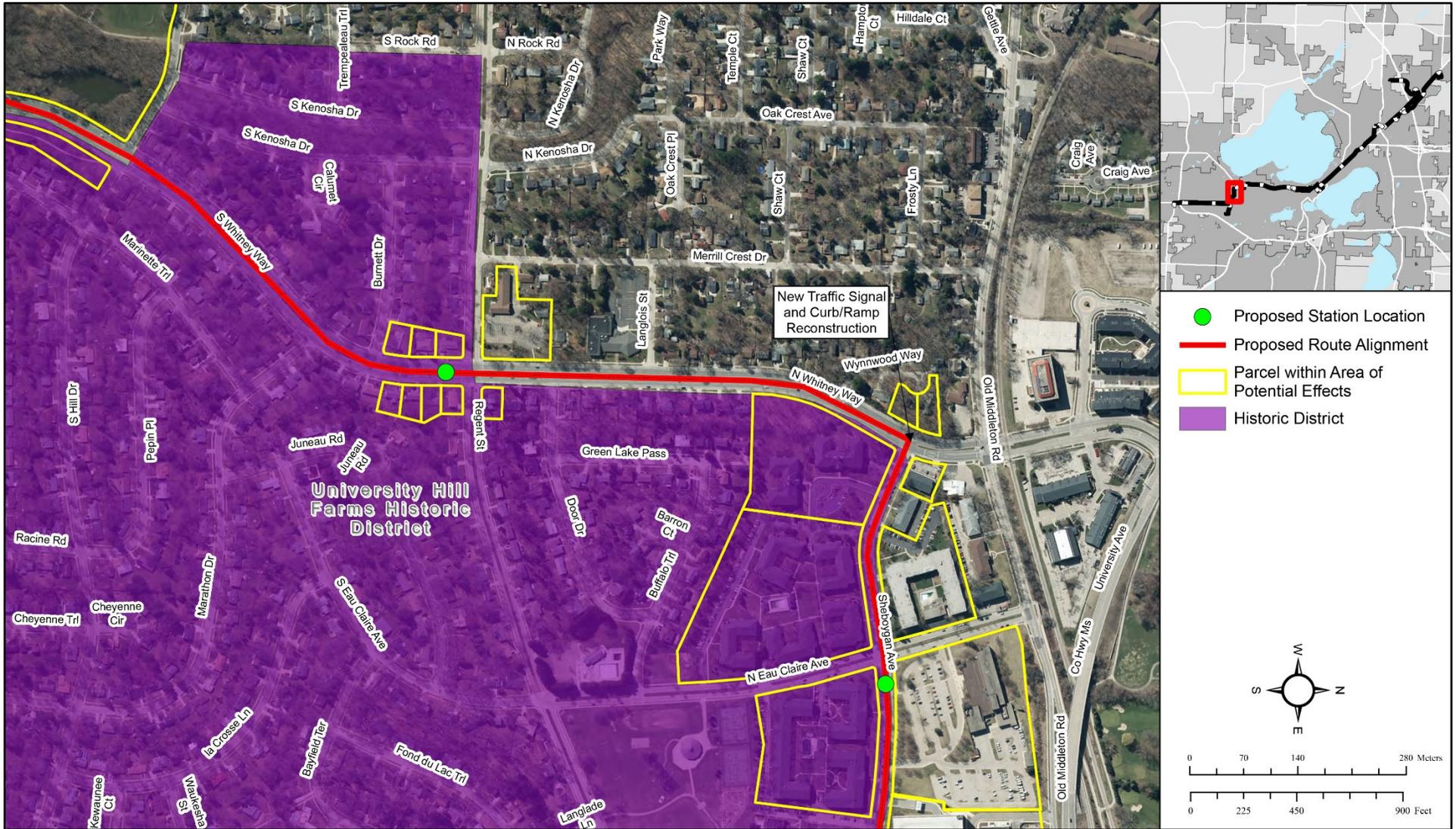


Figure 3. Map of Identified Historic Properties/Districts
Shown Here: University Hill Farms Historic District

Determination of No Adverse Effects Madison East-West BRT

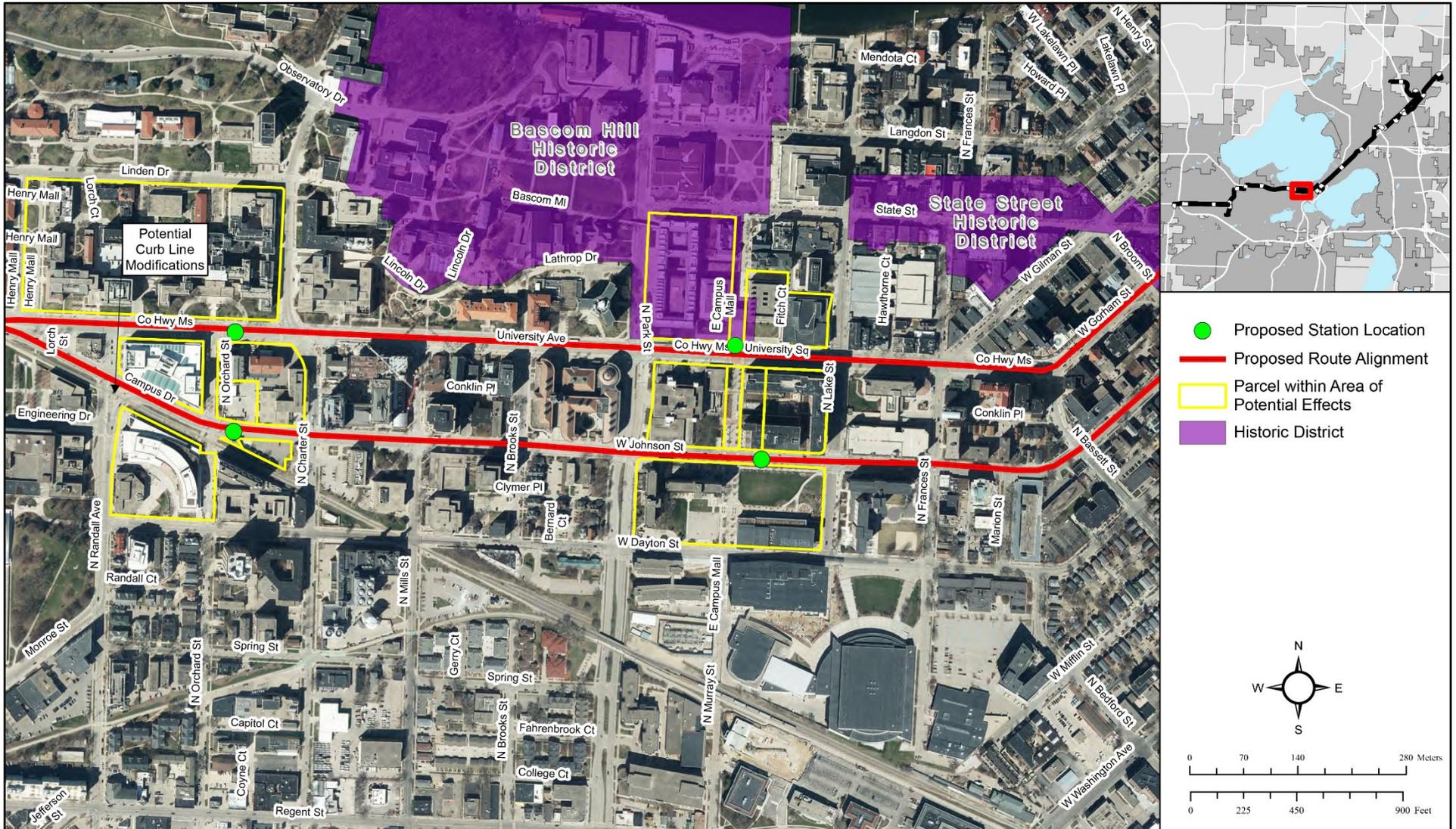


Figure 5. Map of Identified Historic Properties/Districts
Shown Here: Bascom Hill Historic District and State Street Historic District