

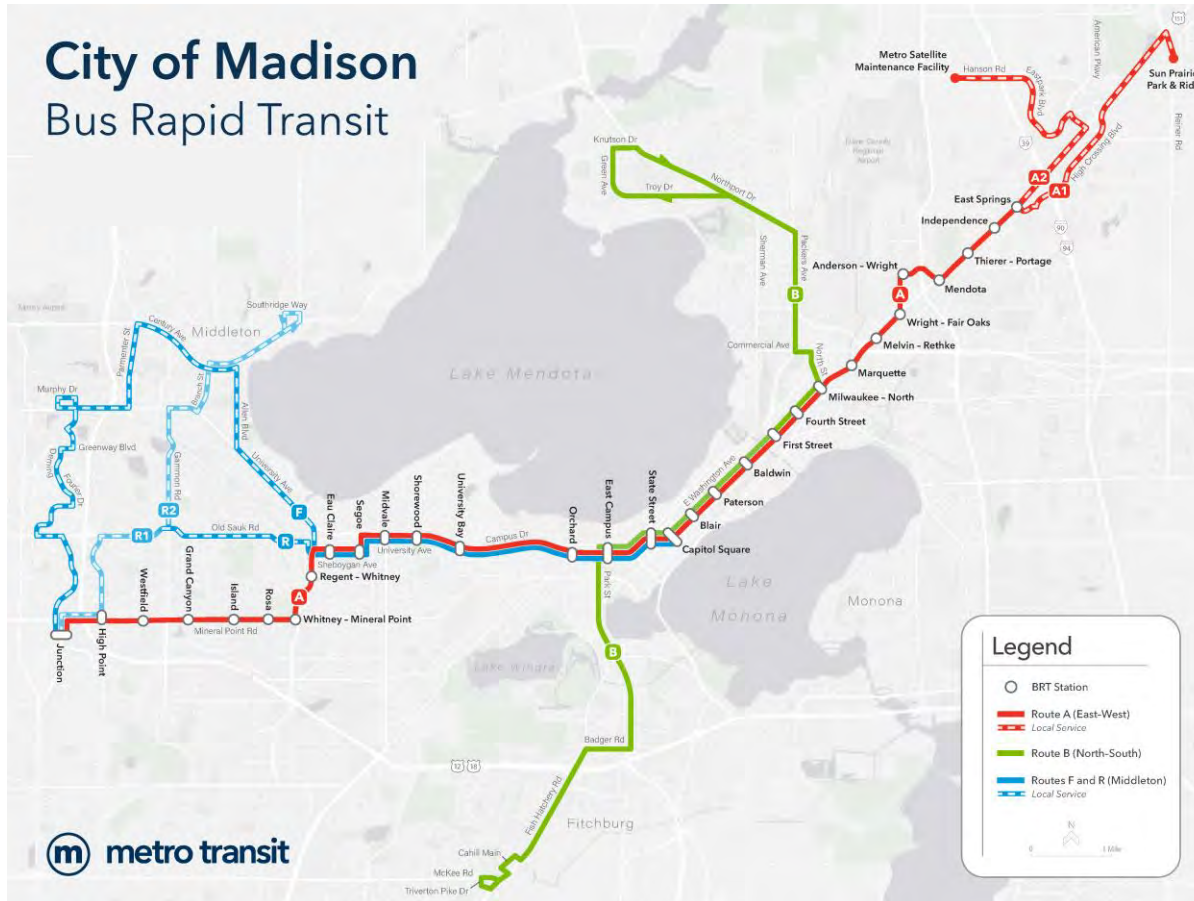


Updates and Public Involvement

North-South BRT

Transportation Commission April 23, 2025

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

Features will include



Service every 15 minutes during most of the day



High-quality stations with raised platforms



Priority at traffic signals



Dedicated lanes with fewer stops



Faster fare payment



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

Bus lanes and stations



Buses are already in service



Update on federal funding



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

North-South BRT project status



Locally preferred alternative: Adopted June 2024



30% design: Nearly complete



Environmental document and Section 106: In Progress



Round 3 public and stakeholder involvement: Late April and May 2025



Next steps: Utility and railroad coordination, real estate, 60% design

30 percent design

- Locally preferred alternative – 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

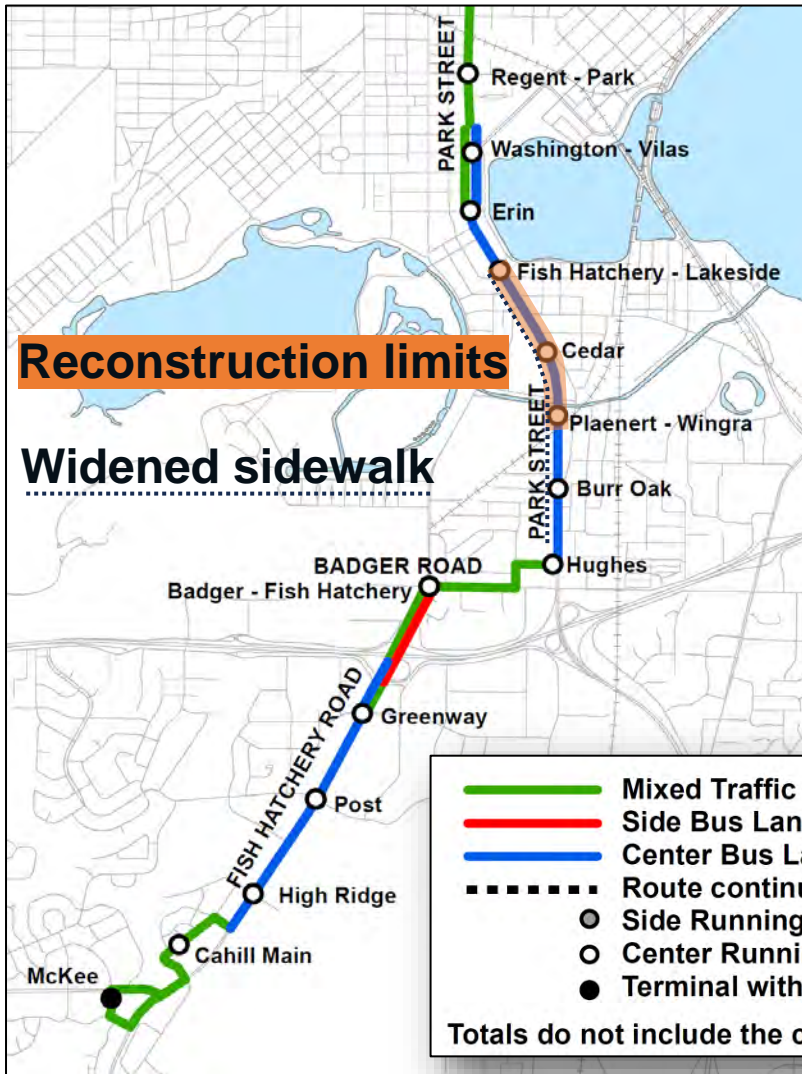
North-South BRT - north segment



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

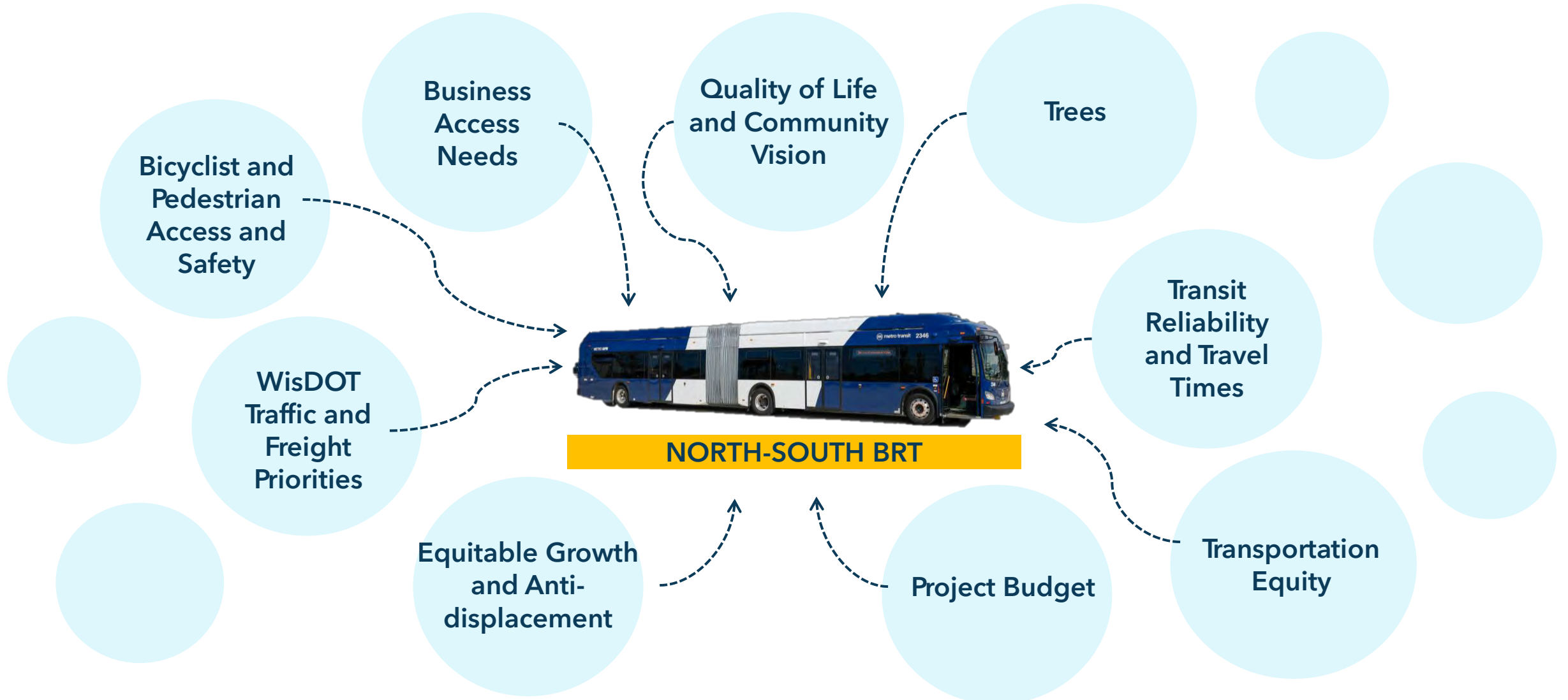
North-south BRT - south segment



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

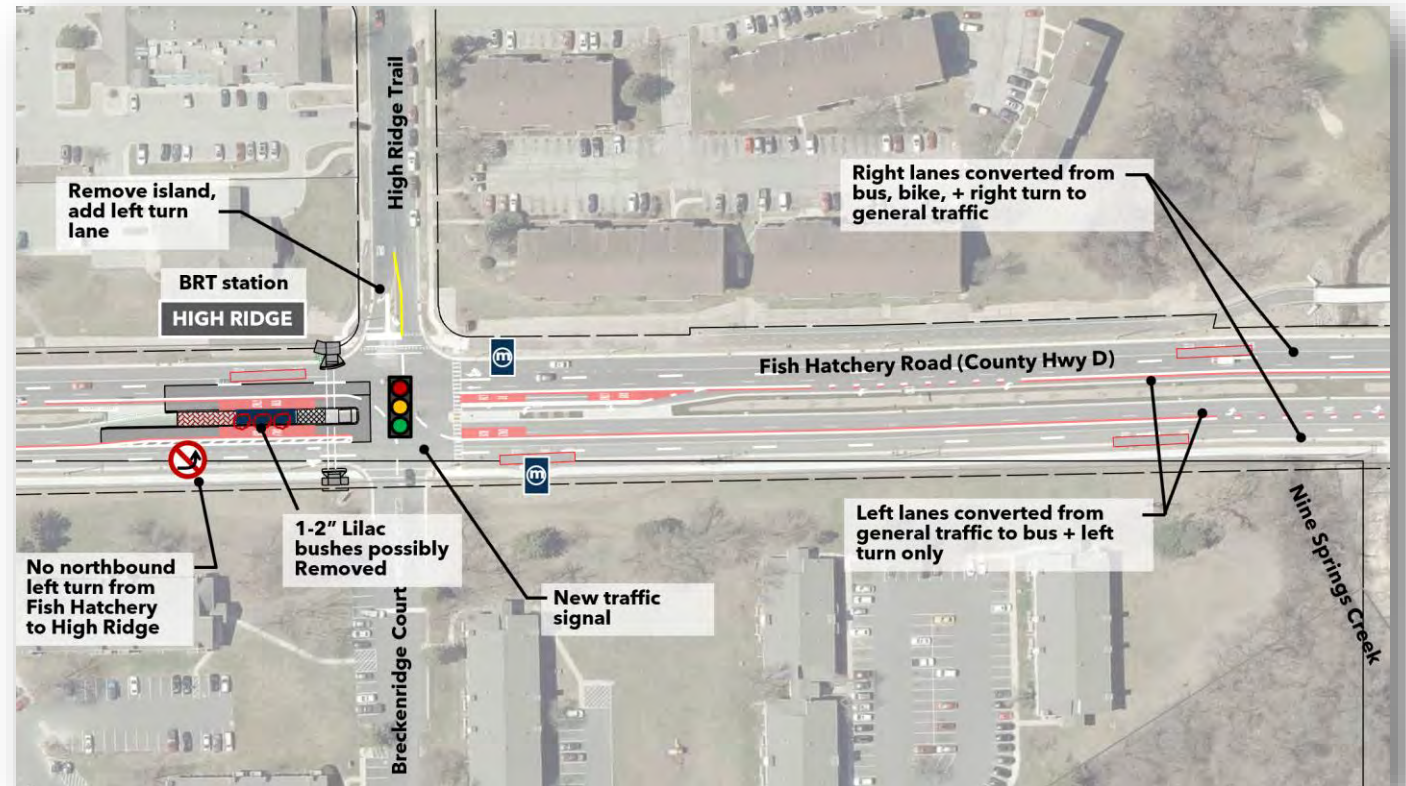
- Park Street reconstruction limits reduced (railroad to Fish Hatchery), widened sidewalk remains Badger to Fish Hatchery
- Side running stations converted to center running
- Updates to bus lane layouts and locations

Competing priorities



30 percent design boards

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



Public involvement goals

- Distribute in a format that people can understand
- Collect feedback on things like intersection layouts and station configurations
- Answer questions in a meaningful way
- Maintain and garner support from stakeholders on the corridor

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

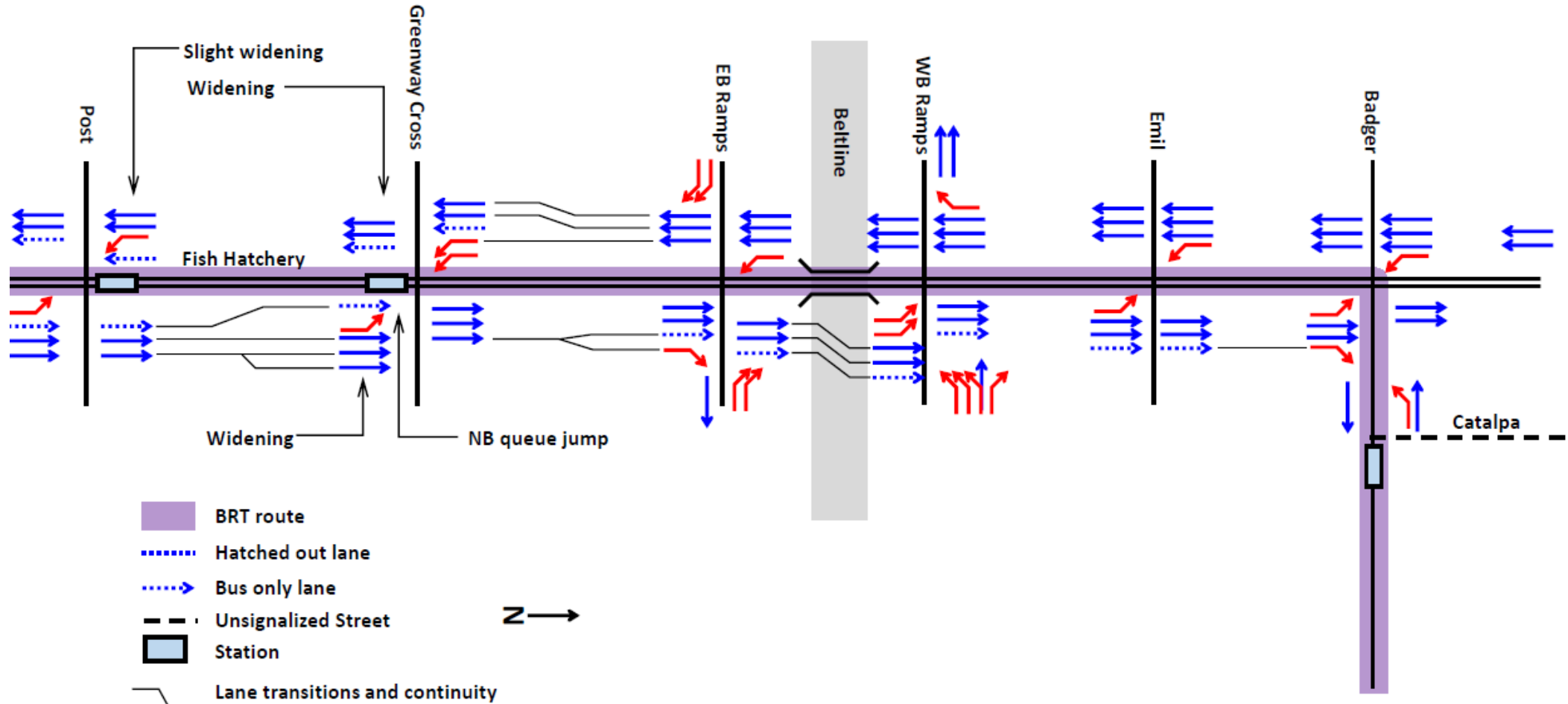
Left turn removals

- 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

Lane continuity diagrams



Pedestrian safety

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



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

May and June: Stakeholder Meetings

Project Timeline

Subject to change

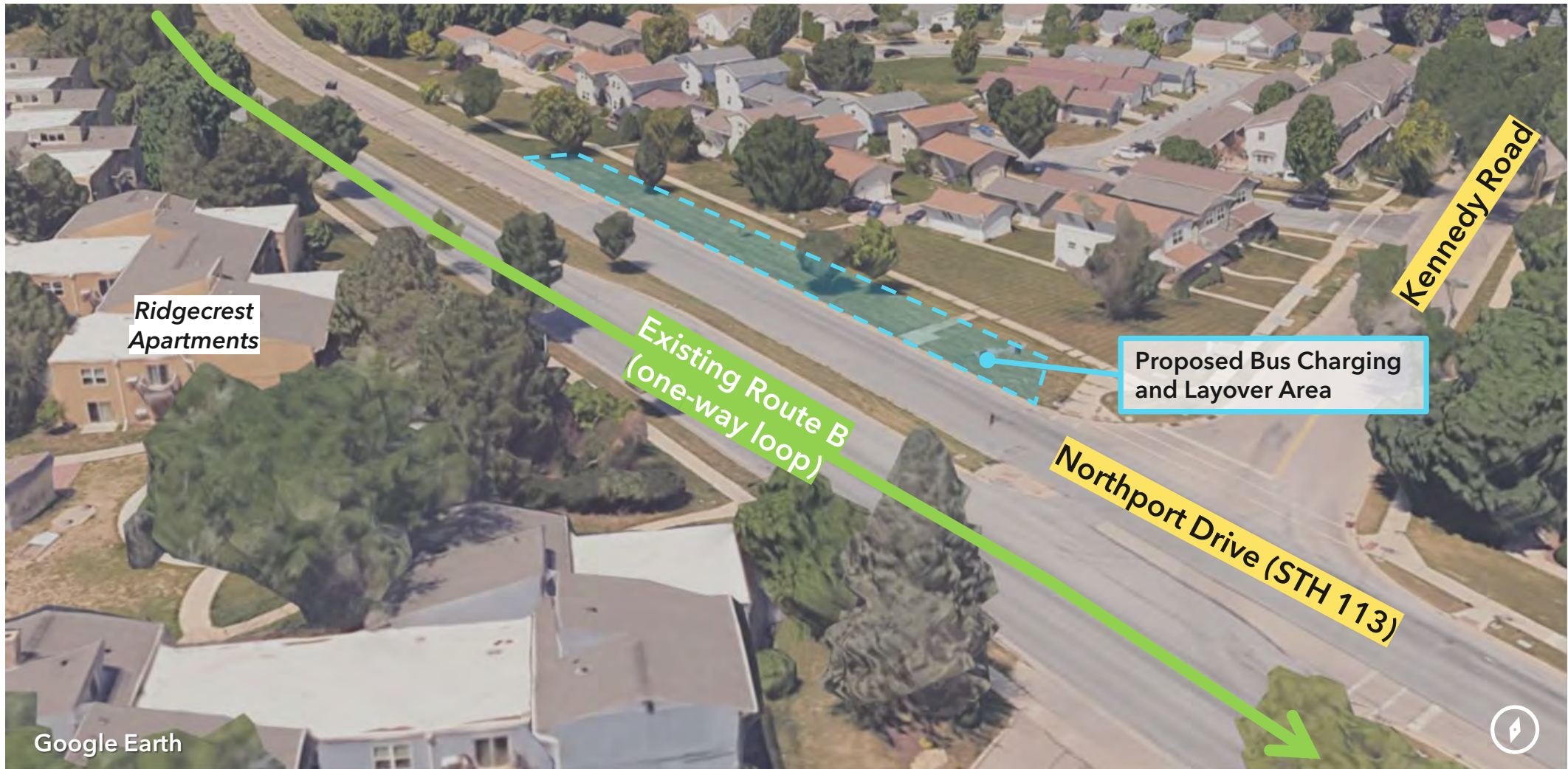


Route B charger update



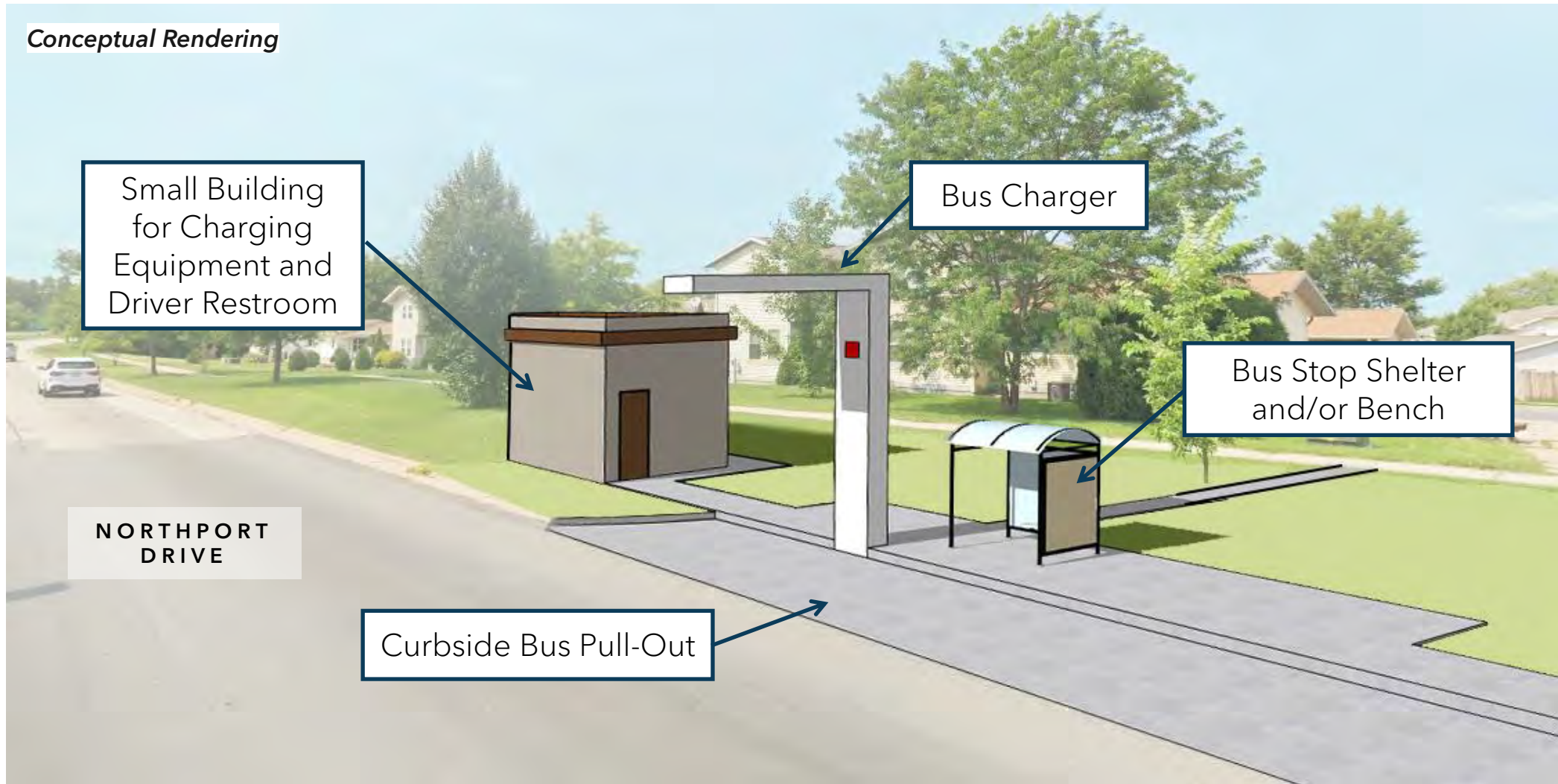
- Separate project to install an on-route charger at Northport and Kennedy in 2025 and 2026 to reduce existing operational constraints
- The project is in the design phase
- Loop reversal approved by TC previously

Route B charger update



Route B charger update

Conceptual Rendering





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