



Section 106 Review

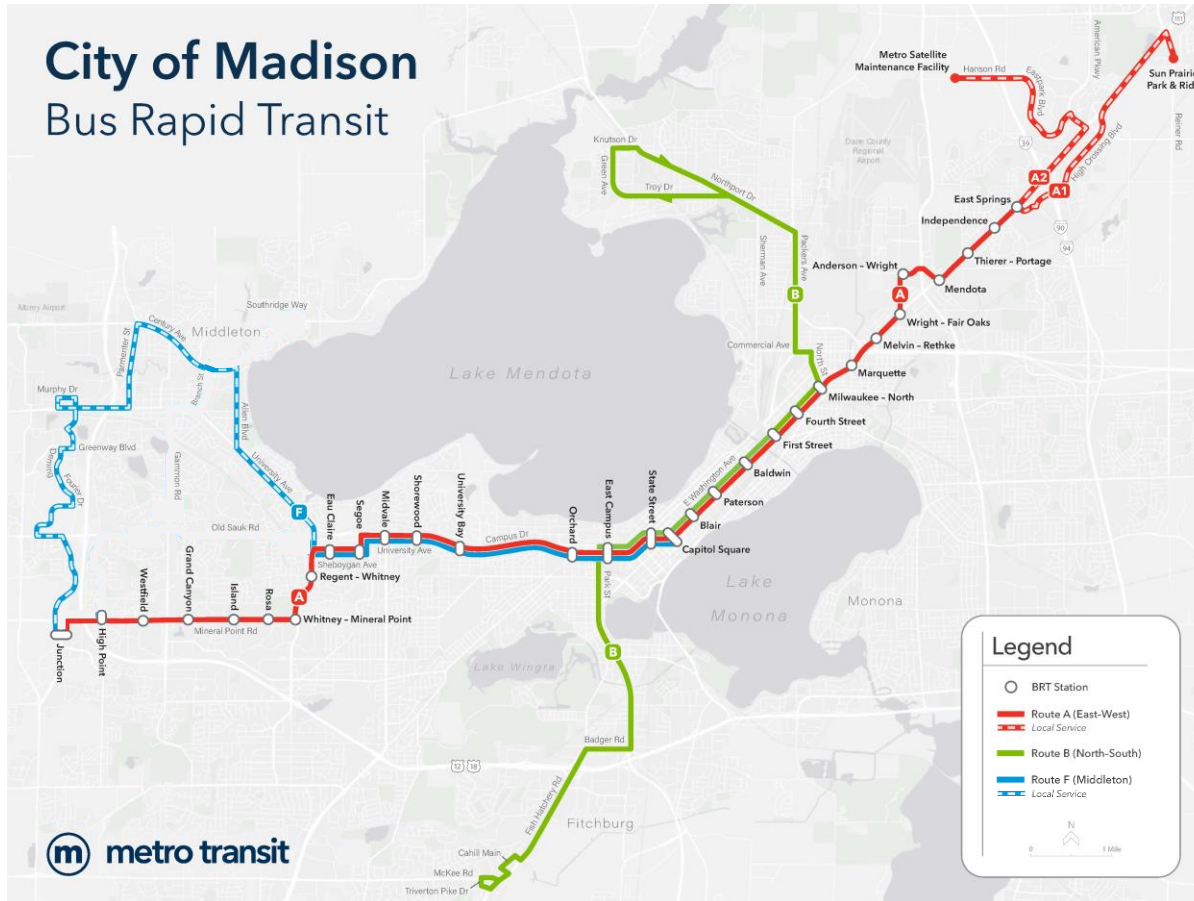
North-South BRT

June 2, 2025

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About North-South Bus Rapid Transit



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

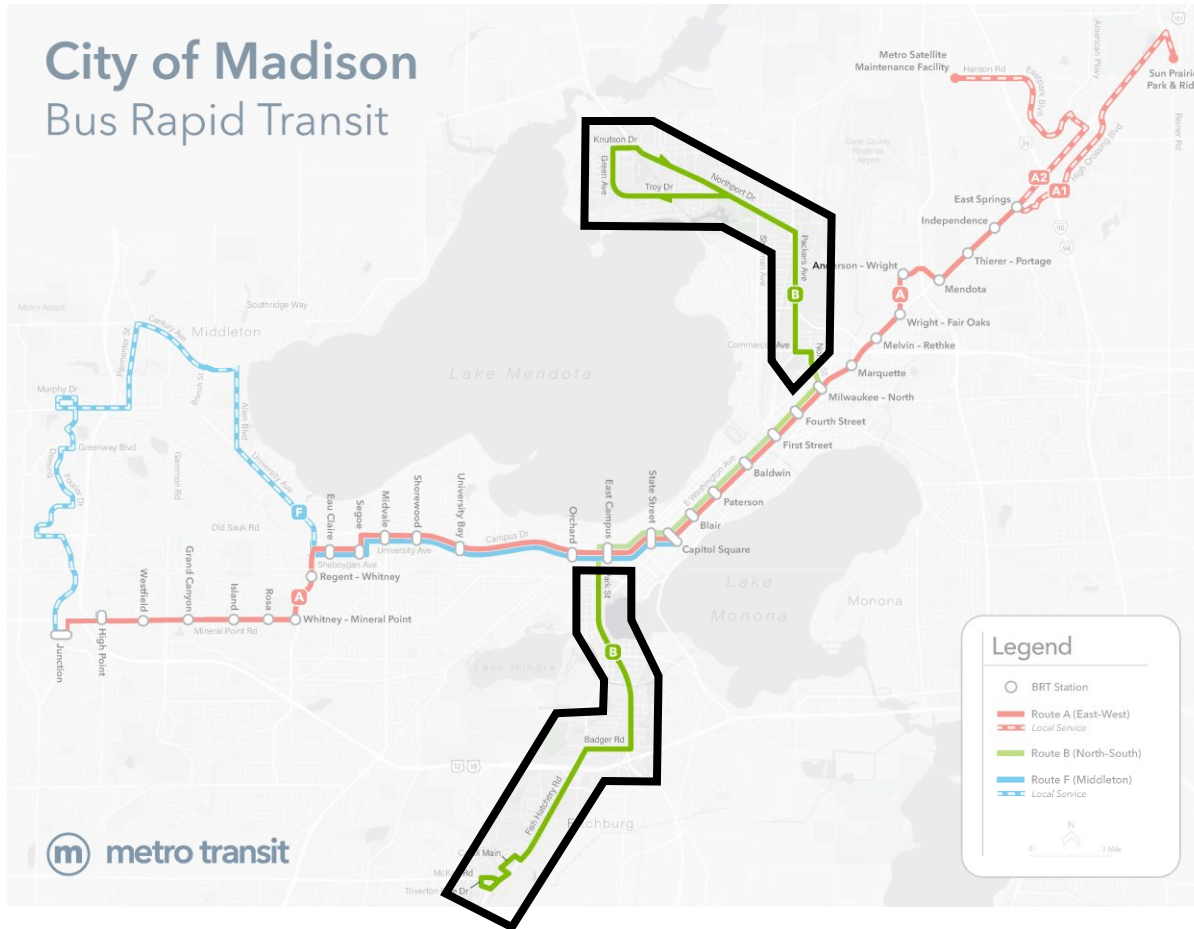
About 9.1 miles of new BRT runningway

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

About North-South Bus Rapid Transit



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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



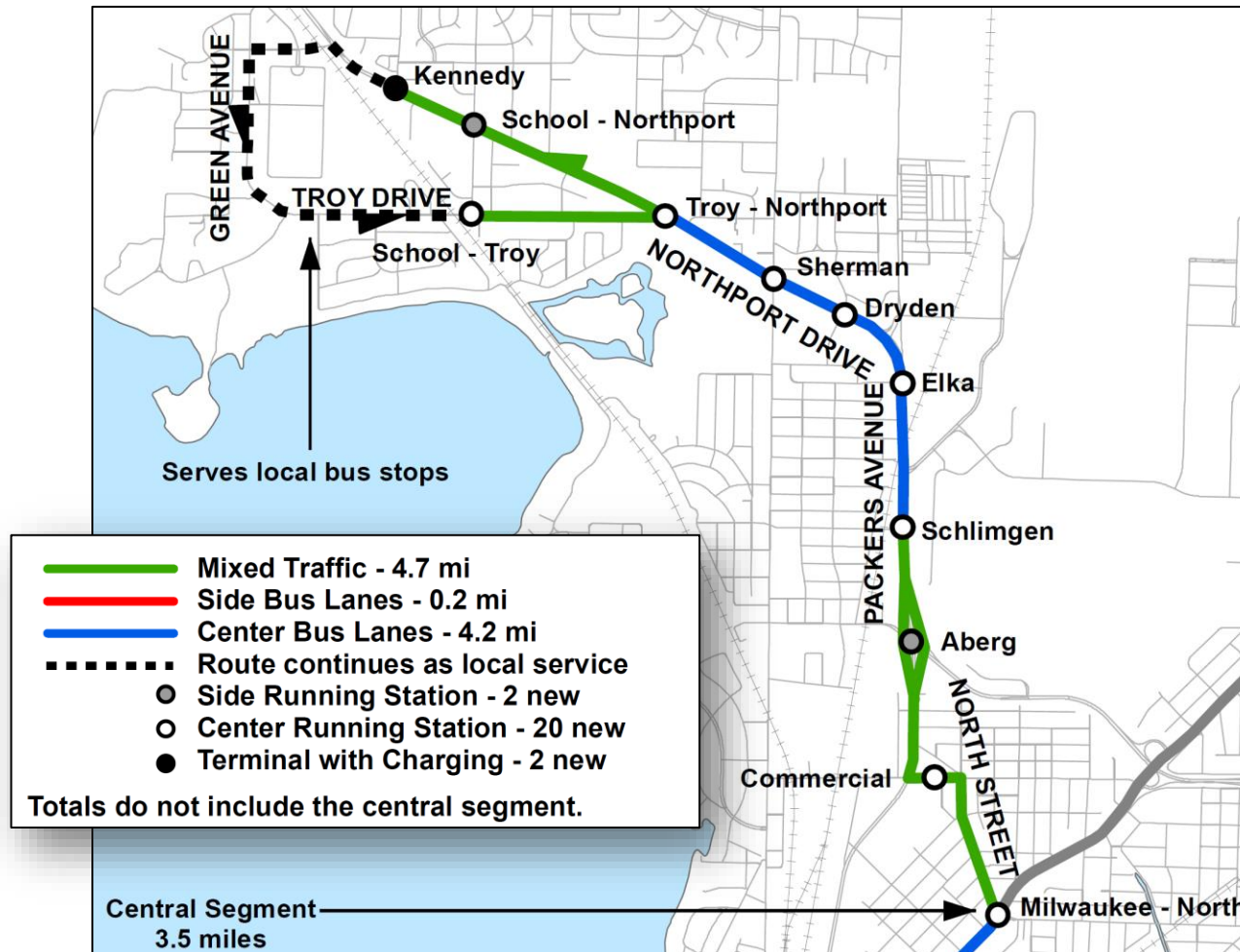
Buses are already in service



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

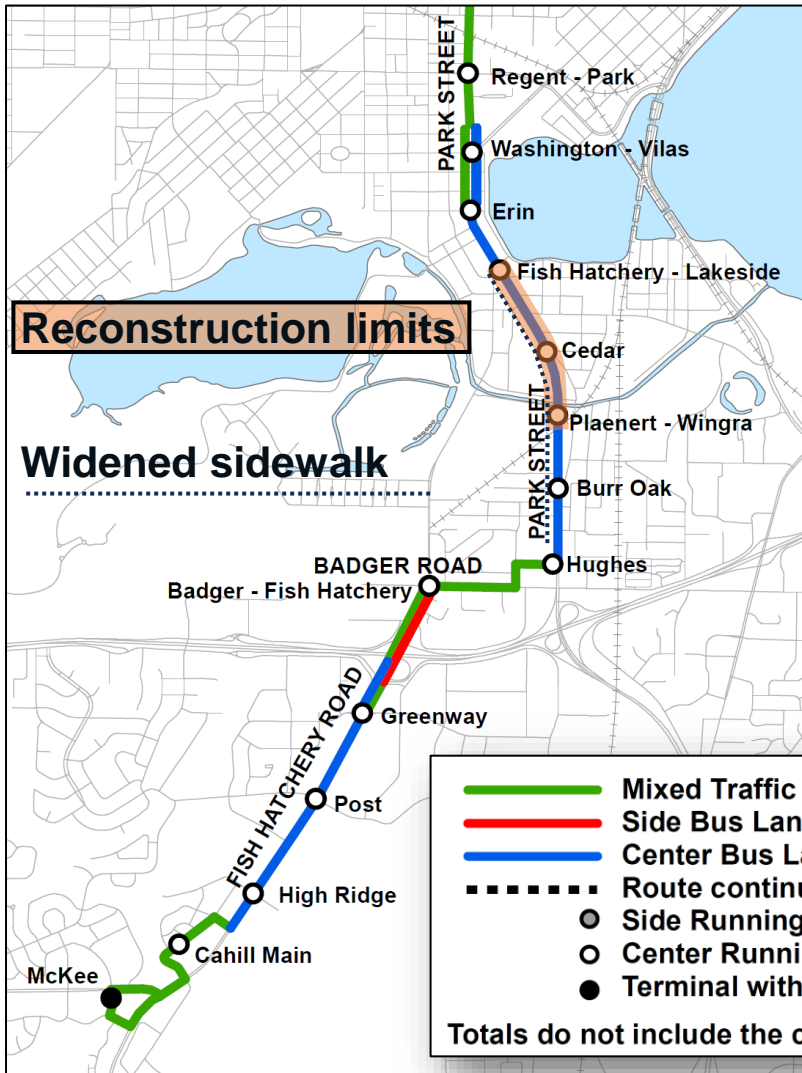
North-South BRT - north segment LPA



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

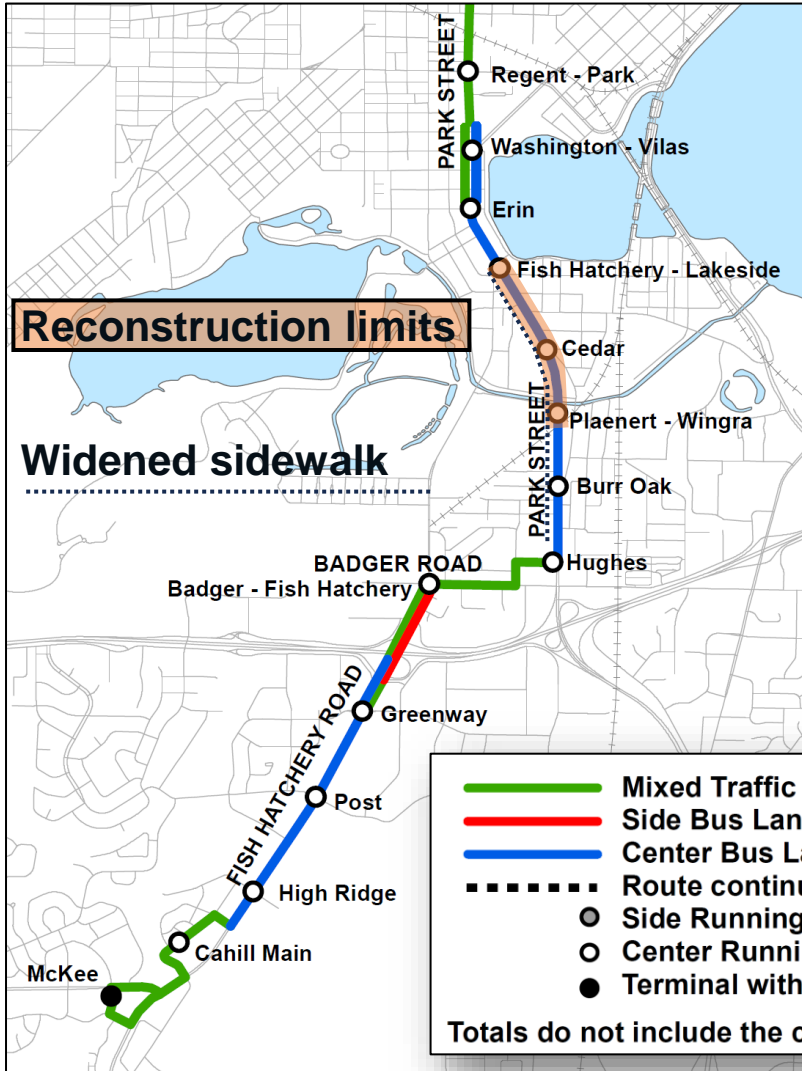
North-South BRT - south segment LPA



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

Park Street Reconstruction



- Park Street reconstruction limits reduced (railroad to Fish Hatchery)
 - New pavement, gravel base, curb and gutter, sidewalk, sanitary sewer, water main, storm sewer, traffic signals, street lighting, pavement marking, signing
 - MGE potentially has gas main and electric line work
 - Other private utilities potentially have work, i.e. AT&T, Charter, etc.

- Mixed Traffic - 4.7 mi
- Side Bus Lanes - 0.2 mi
- Center Bus Lanes - 4.2 mi
- Route continues as local service
- Side Running Station - 2 new
- Center Running Station - 20 new
- Terminal with Charging - 2 new

Totals do not include the central segment.

Potential Effects on Historic Properties

A review of the Wisconsin Historic Preservation Database identified several potential and registered historic properties located on parcels within the study area:

Individual Potentially Historic Properties

- Vilas Hall
- East Bluff Condominiums
- Cronin Brothers Saloon Building
- Barnard Hall
- Unit Well No. 2

Historic Districts

- Bascom Hill Historic District (National Register)
 - State Street Historic District (State Register)
-
- Based on the current project design, formal National Register evaluations are not recommended for the individual potentially eligible properties at this time.
 - However, some contributing resources in the Bascom Hill Historic District were identified for assessment and consideration.

Bascom Hill Historic District East Campus Station



- North-South BRT would add station infrastructure on the existing platform near the Chazen Museum of Art which is part of the Bascom Hill Historic District.
- The BRT project will be evaluated for any potential effects on the museum and its sculpture garden.

A decorative graphic on the right side of the slide. It features a large dark blue circle at the top, with two thick yellow lines curving downwards from its base. These lines then turn into two vertical yellow lines. Two horizontal light blue lines cross these vertical lines, creating a grid-like intersection. There are also two dark blue dots on the left side of the slide, one near the top left corner and two on the left side of the bottom blue bars.

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