

Memorandum

To: City of Madison Department of Transportation

From: Greg Rainka, Architectural Historian

Date: April 28, 2021

Subject: East-West Bus Rapid Transit (BRT)
Proposed Architecture/History Area of Potential Effects (APE)

The City of Madison (City) is in the preliminary design phase for a Bus Rapid Transit (BRT) system. The 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 any properties listed on, or determined eligible for listing on, the National Register of Historic Places (National Register).

Commonwealth has been contracted to complete architecture/history investigations for the BRT project in accordance with Section 106 to identify historic properties that may be affected. Prior to conducting these investigations, we wish to coordinate with the City of Madison Department of Transportation, the FTA, and the Wisconsin State Historic Preservation Office (SHPO) to delineate the project's Area of Potential Effects (APE) for above-ground resources (buildings and structures). This memo proposes an APE for your review and comment.

Project Description

The locally preferred alternative (LPA), adopted in January 2021, 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 (Figure 1). It will be an on-street system with buses operating in a combination of mixed traffic and both center running and side running bus 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 between 30 and 32 station locations and terminate to the east near the intersection of E. Washington Avenue and East Springs Boulevard and to the west off of Mineral Point Road near the Madison Beltline.

OTHER LOCATIONS

Alexandria, VA (703) 354-9737 Columbus, OH (614) 549-6190 Dexter, MI (517) 788-3550 Gainesville, FL (352) 372-2633
Littleton, MA (978) 793-2579 Minneapolis, MN (763) 354-9313 Ogden, UT (801) 394-0013 Tarboro, NC (252) 641-1444
Traverse City, MI (517) 262-3376 Tucson, AZ (517) 262-3376 West Chester, PA (610) 436-9000

Stations are currently proposed at the following locations, from west to east:

- Junction Road (West Terminal)
- High Point Road
- Westfield Road
- Grand Canyon Drive
- Island Drive
- Rosa Road
- West Transfer Point
- Mineral Point Road and Whitney Way
- Regent Street
- Eau Claire Avenue
- Segoe Road
- Midvale Boulevard
- Shorewood Boulevard
- University Bay Drive
- Orchard Street
- East Campus Mall
- State Street
- Capitol Square
- Blair Street
- Paterson Street
- Baldwin Street
- First Street
- Fourth Street
- Milwaukee Street
- Marquette Street
- Melvin Court
- Wright Street (potential station)
- Anderson Street at Wright Street
- Mendota Street
- Portage Road
- Independence Lane (East Terminal Option 2)
- East Springs Drive (East Terminal Option 1)

In most cases, the BRT stations will be positioned at or near existing bus stops. Each BRT station, whether curbside or in the median, may include some or all of the following elements:

- Platform or curb raised above the roadway to allow for level boarding
- Length of up to 75 feet to accommodate 60-foot buses
- Shelters
- Branding and aesthetic consistency to differentiate from existing public transportation services
- Use of materials that are easy to maintain, repair, and refurbish
- Displays providing real-time passenger information, route map, and schedule
- Payment/ticket machine

- Lighting
- Seating
- Trash and recycling receptacles

Small amounts of right-of-way acquisition may be needed from adjacent properties for curbside stations.

In general, there will be minimal, if any, roadway widening or reconstruction outside of station areas. Where dedicated bus lanes are proposed, either existing bus-only lanes will be used or existing mixed traffic lanes or shoulders will be converted to bus-only. Existing curb ramps in certain areas along the BRT route may be reconstructed to better align with stations and/or to meet Americans with Disabilities Act (ADA) standards.

There are other project components factoring into the delineation of the APE. This includes the following, from west to east:

- The west terminal station is currently planned at the City-owned property at 432 S. Junction Road (Dane County Parcel #070827100937) and will include a surface lot/park-and-ride and the addition of a traffic signal on Junction Road.
- The existing sidewalk on the north side of Mineral Point Road between the Madison Beltline and Whitney Way will be widened to create a shared-use path. Strip right-of-way acquisition from adjacent properties will be needed to do so.
- The station at the existing West Transfer Point may instead be on the adjacent property to the east (Parcel #070930204064) or on the property on the south side of Tokay Boulevard (Parcel #070930305226).
- Traffic signals may be added on Sheboygan Avenue at Whitney Way and Segoe Road.
- The existing curb lines on University Avenue at Midvale Boulevard may be modified on both sides of the intersection to accommodate the proposed running way and lane configurations.
- The existing curb lines near where University Avenue and Campus Drive split may be modified.
- The existing curb lines at Johnson Street and Randall Avenue may be modified to accommodate a bus lane.
- The existing curb line on the south side of Johnson Street east of the Bassett Street intersection may be modified.
- Smaller, auxiliary stations may be constructed on the Capitol Loop on Doty and Dayton Streets, one block outside the Capitol Square, which would be used when buses need to be detoured during downtown events.
- Construction of the BRT will require a staging area for equipment and materials. This is planned at a central location, the existing City-owned parking lot at 301 E. Washington Avenue (Parcel #070913325019). Following construction of the BRT, this property may be developed to raise revenue for the transit system under FTA's Joint Development program. The development may include a mixed-use building up to ten stories in height.
- Existing curb bumpouts at certain intersections along E. Washington Avenue may be removed to accommodate the proposed running way and lane configurations. No right-of-way would need to be acquired.
- A traffic signal may be added on E. Washington Avenue at Melvin Court.

- Near the east terminus, the BRT will be routed off E. Washington Avenue to service the Madison Area Technical College. This will involve constructing a new bus-only connection between Stoughton Road and Mendota Street adjacent to an existing pedestrian and bicycle connection. No right-of-way will need to be acquired.
- There are two options being considered for the east terminal station. No right-of-way would need to be acquired for either, but existing curb lines may be modified.
- The City is considering a local service extension at the east end of the BRT route. After serving the east terminal station, buses would continue in local service, using existing stops, to one of two end points. One end point will be at the Metro Transit satellite facility at 3923 Hanson Road (Parcel #081016304040), where a bus charger will be installed in the existing parking lot. The other end point will be at an existing park-and-ride in the city of Sun Prairie at 1704 Reiner Road (Parcel #081014400232), where both a bus charger and restroom facility will be installed.

Proposed Area of Potential Effects

APE is broadly 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.” For the BRT project, Commonwealth proposes an APE for above-ground resources (buildings and structures) that encompasses properties that may be affected directly (physical, visual, or auditory impacts) or indirectly (secondary, future, or cumulative impacts). The APE is proposed to be defined as follows and shown on Figures 2a-2v:

- 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. See Figures 2a-2q.
- Properties immediately adjacent to new traffic signals. See Figures 2a, 2e, 2f, and 2n.
- The City-owned property at 432 S. Junction Road (Parcel #070827100937) that may be used for the west terminal station and surface lot/park-and-ride. See Figure 2a.
- 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. See Figures 2a-2d.
- 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). See Figure 2d.
- Properties along University Avenue at the Midvale Boulevard intersection that may be adjacent to curb line changes. See Figure 2f.
- Properties adjacent to potential curb line changes near where University Avenue and Campus Drive split. See Figure 2h.
- Properties along Dayton Street within 100 feet of the Wisconsin Avenue intersection, where an Outer Loop auxiliary station may be constructed. See Figure 2j.
- Properties along Doty Street within 100 feet of the Martin Luther King Jr. Boulevard intersection, where an Outer Loop auxiliary station may be constructed. See Figure 2j.
- 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. See Figure 2j.

- Properties immediately adjacent to the proposed bus-only connection between Stoughton Road and Mendota Street. See Figure 2o.
- The two end point properties the City is considering as part of local service extension, 3923 Hanson Road (Parcel #081016304040) and 1704 Reiner Road (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. See Figures 2t and 2v.

Based on the limited nature and extent of certain project components, not all properties along the BRT route will be affected. Commonwealth recommends excluding properties from the APE that are 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.

Thank you for your time in reviewing the proposed architecture/history APE for the BRT project. Should you have any questions or need additional information or clarification, I can be contacted at 414-446-4121 x112 or grainka@chg-inc.com.

Madison East - West BRT

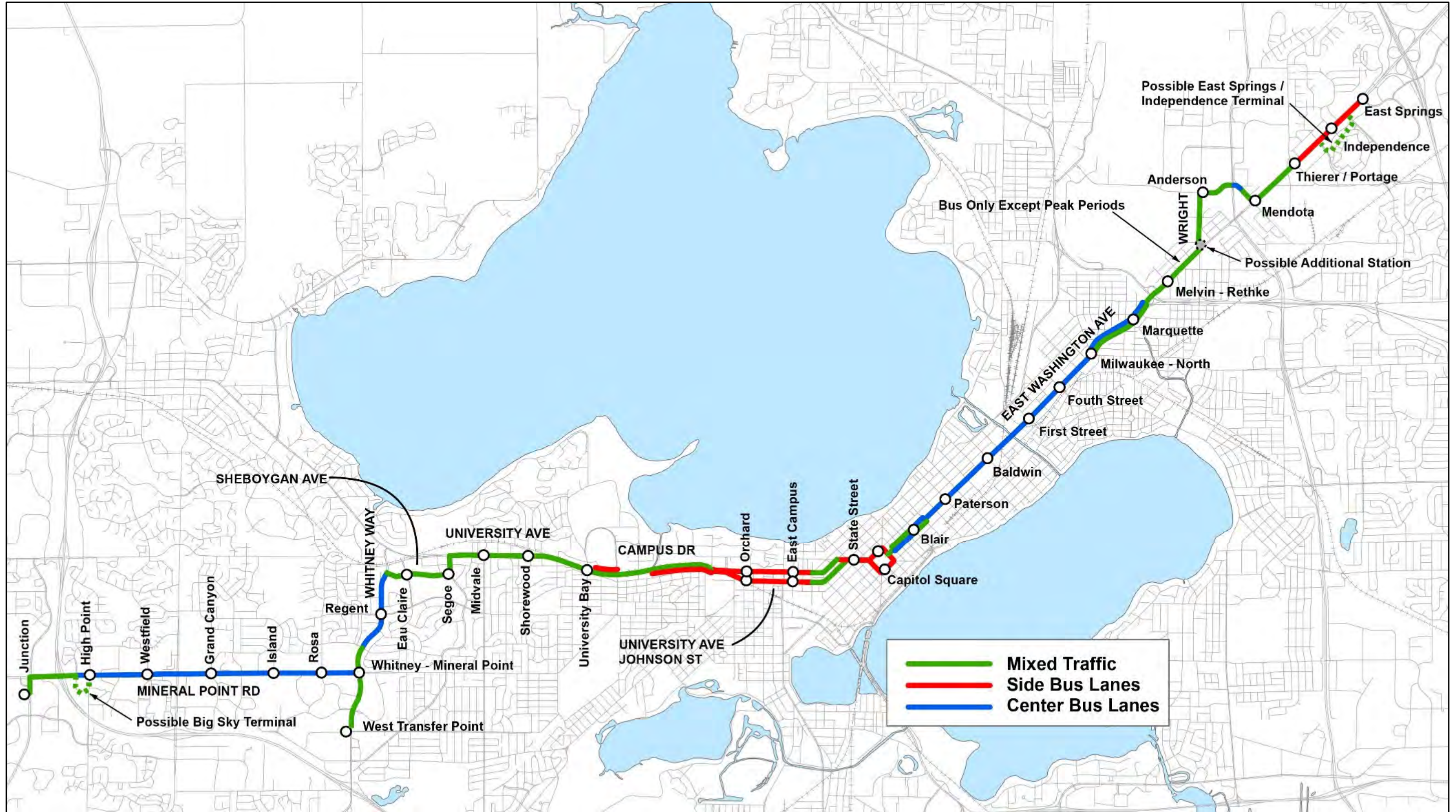
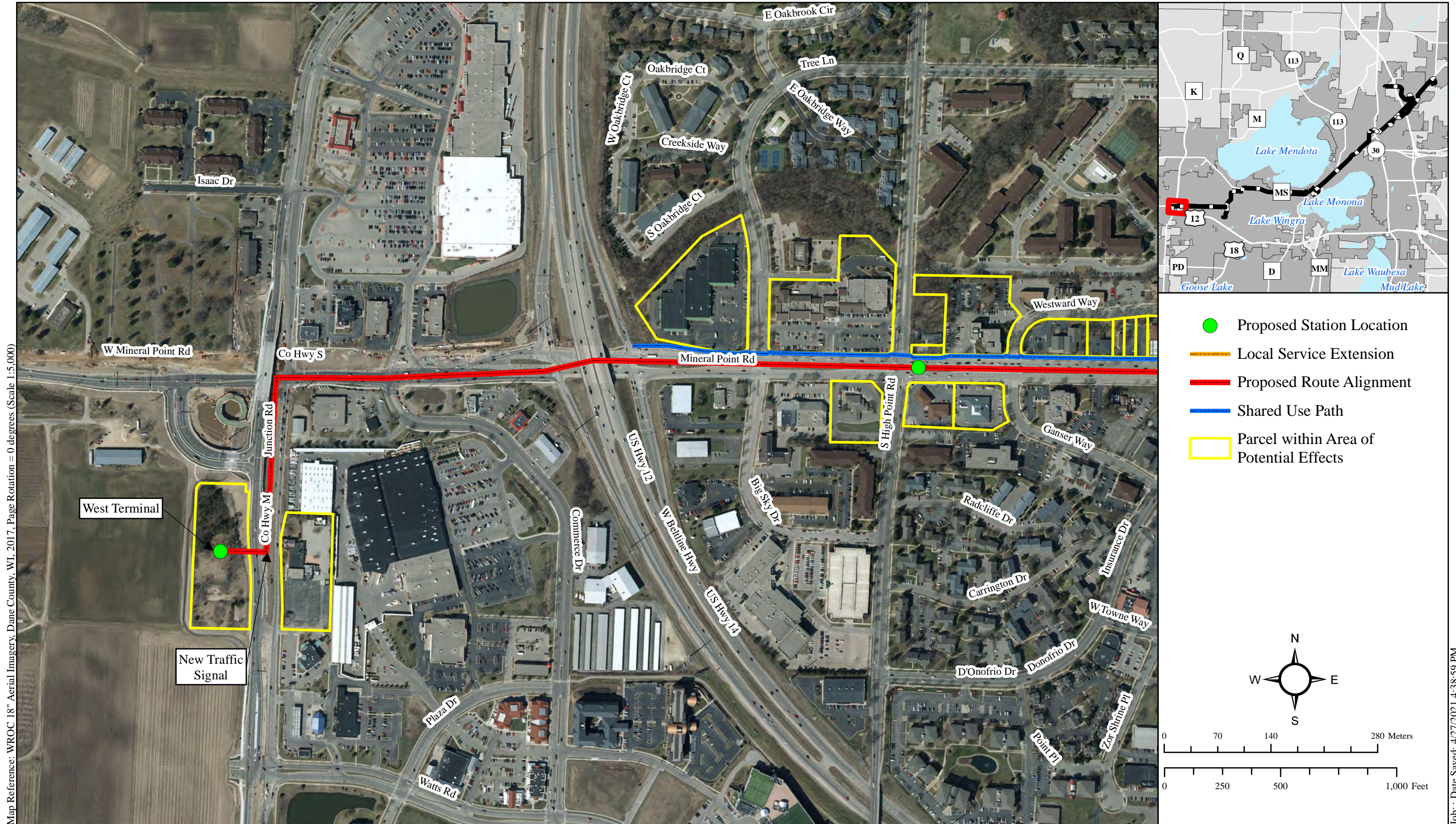


Figure 1. Overview of Proposed BRT Route
Note: Big Sky Terminal is no longer being considered

Madison East - West BRT



Map Reference: WROC 18" Aerial Imagery, Dane County, WI, 2017, Page Rotation = 0 degrees (Scale 1:5,000)

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Figure 2a. Proposed Architecture/History APE

Madison East - West BRT

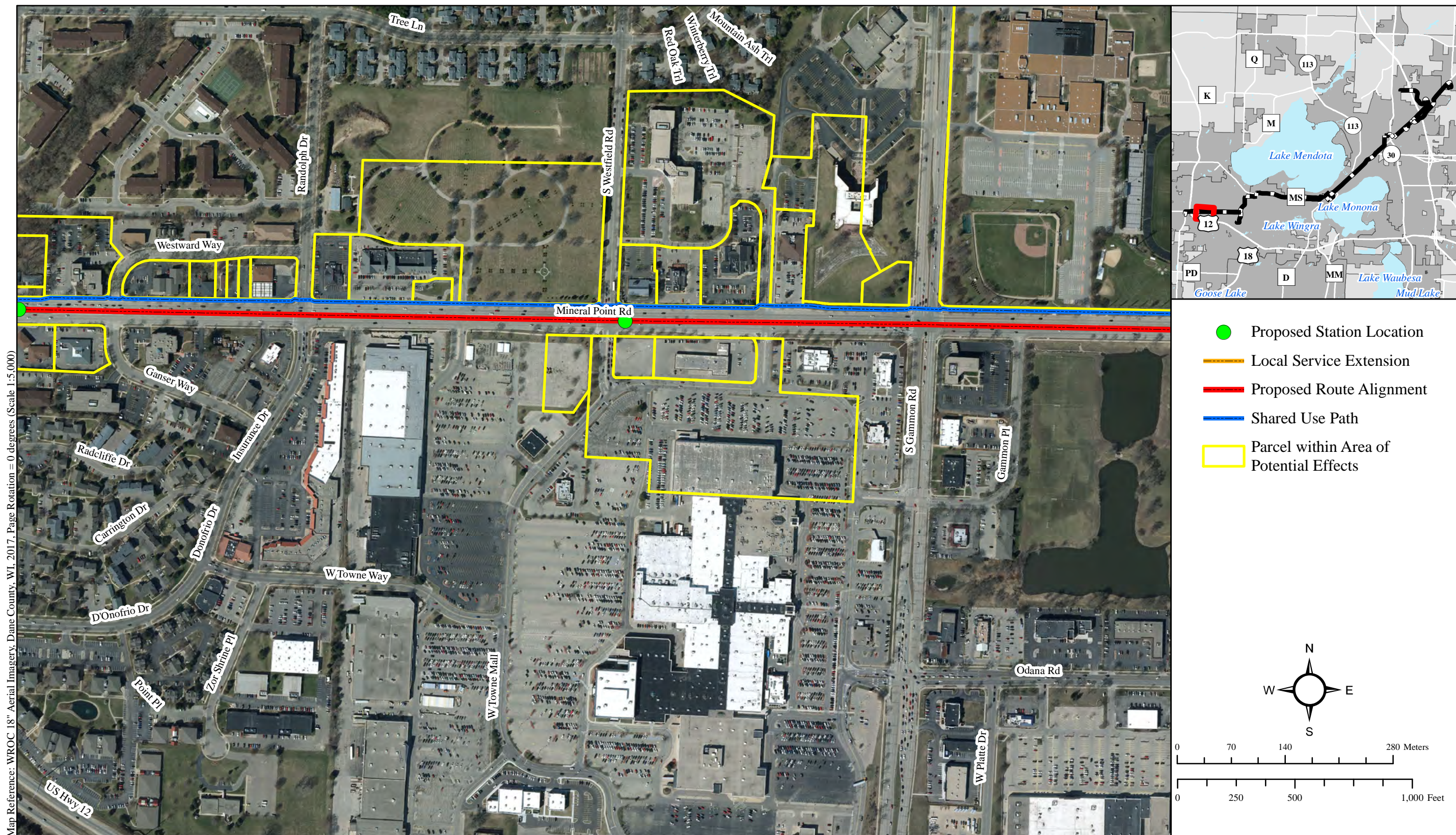
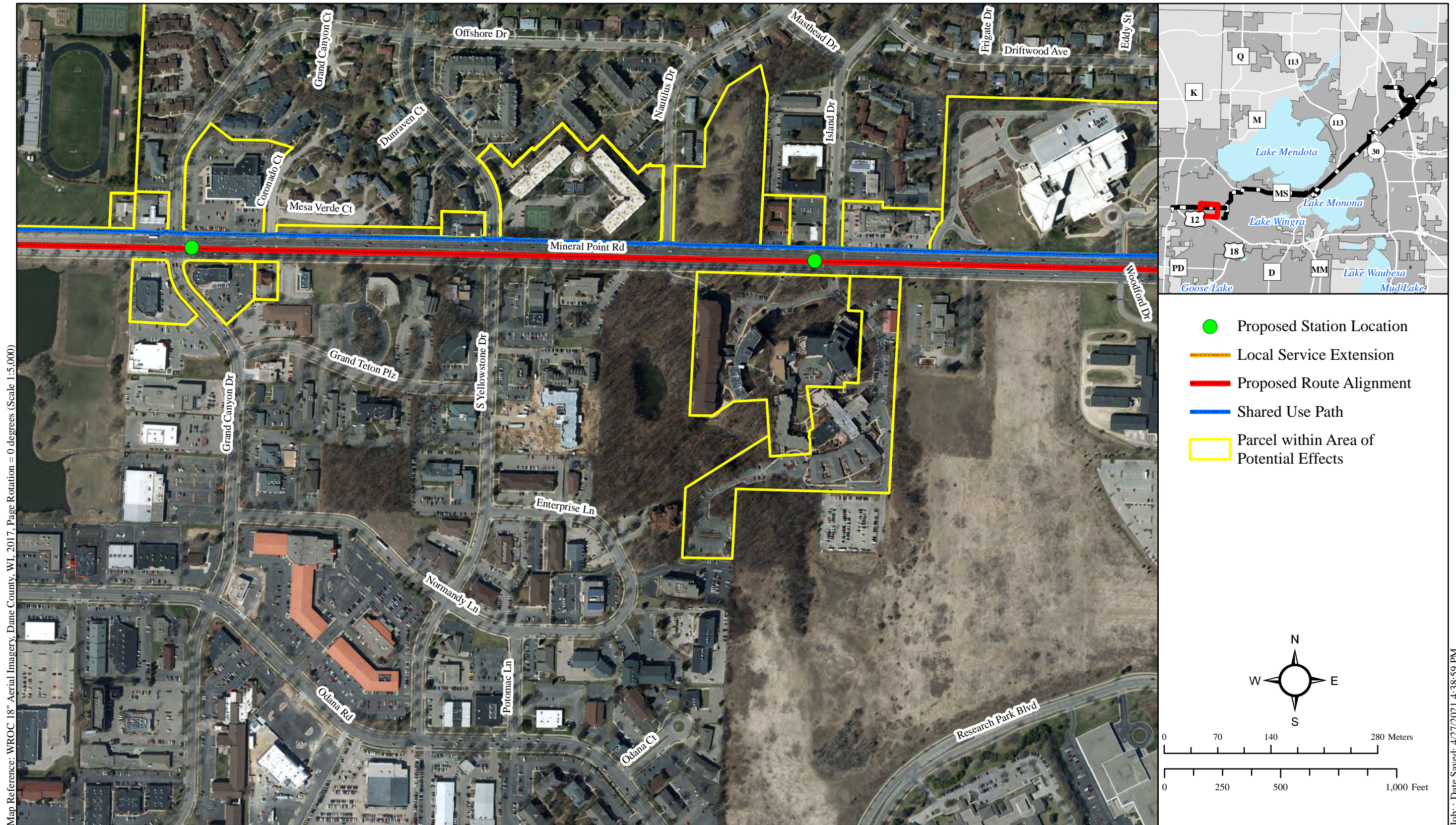


Figure 2b. Proposed Architecture/History APE

Madison East - West BRT

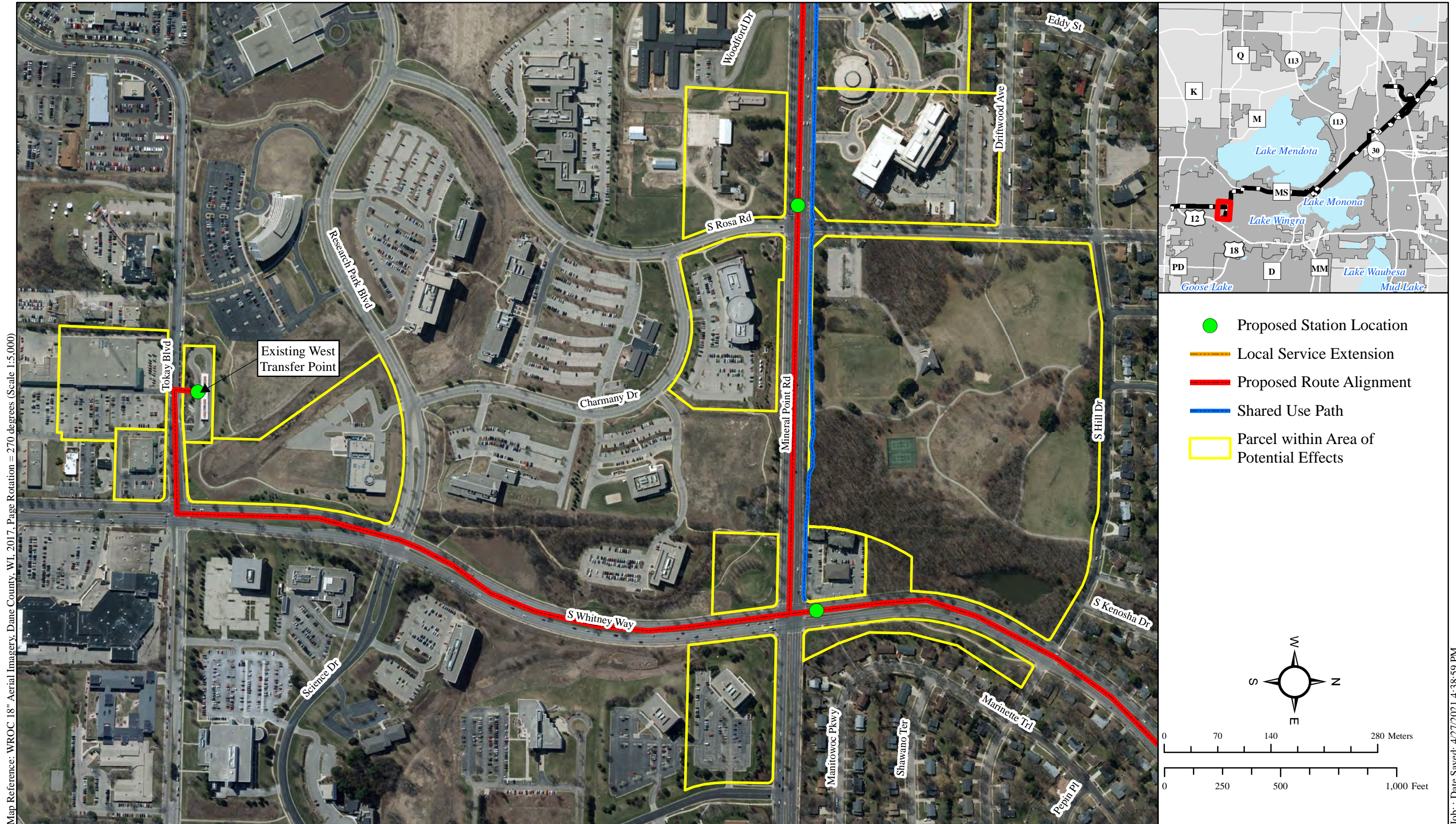


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Figure 2c. Proposed Architecture/History APE

Madison East - West BRT



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Figure 2d. Proposed Architecture/History APE

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Madison East - West BRT

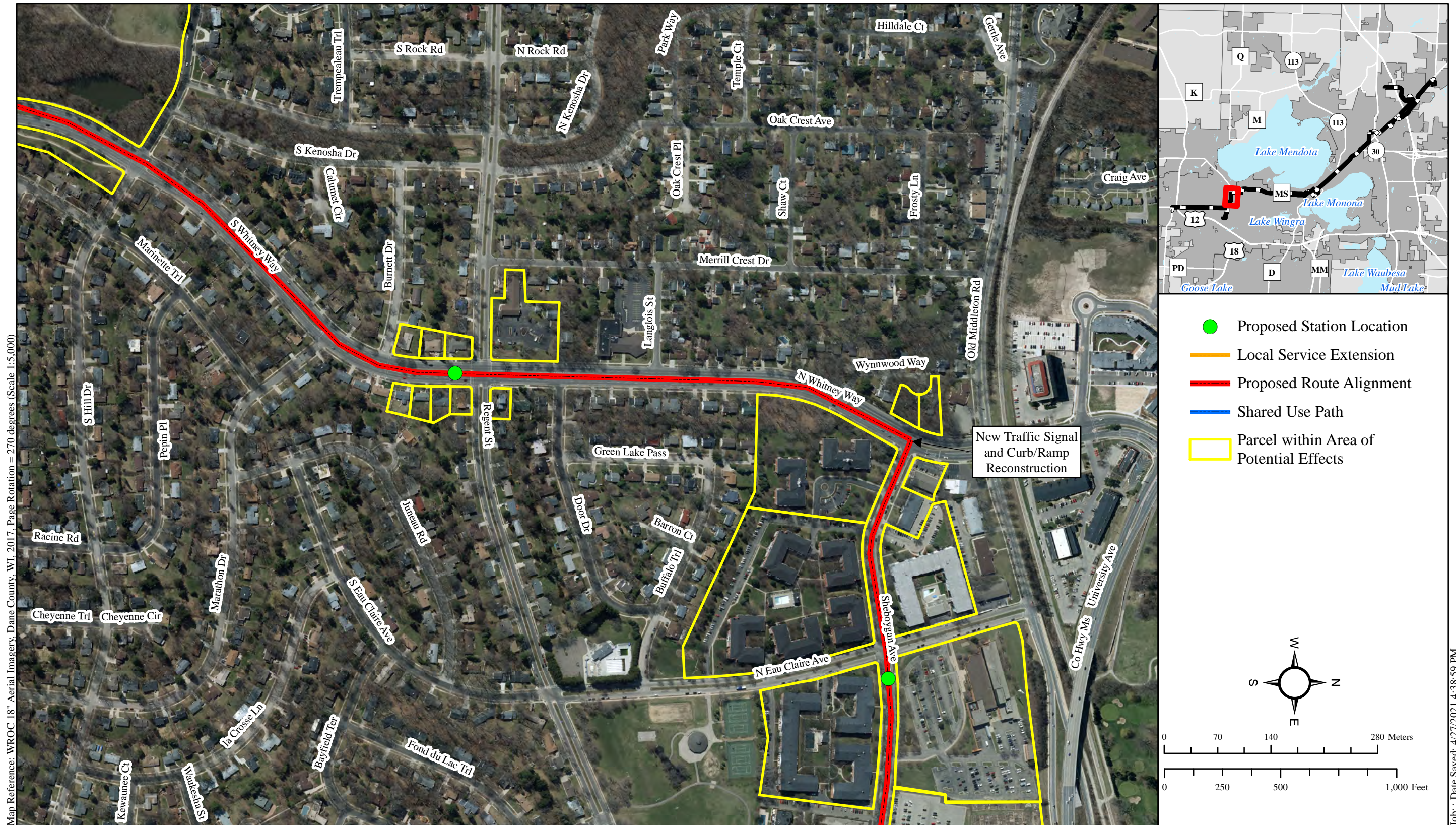
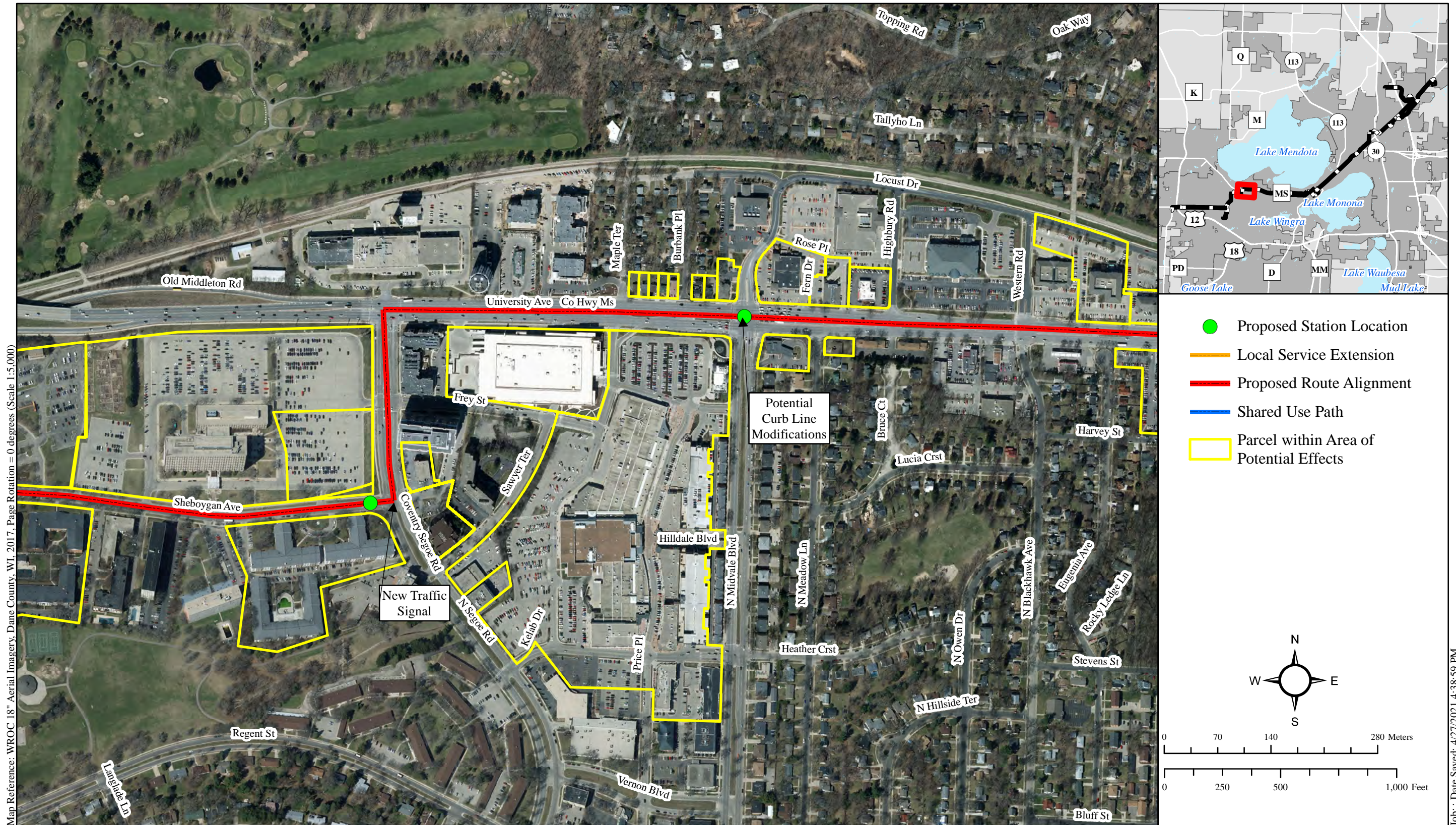


Figure 2e. Proposed Architecture/History APE

Madison East - West BRT



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Figure 2f. Proposed Architecture/History APE

Madison East - West BRT



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Figure 2g. Proposed Architecture/History APE

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Madison East - West BRT



Figure 2h. Proposed Architecture/History APE

Madison East - West BRT

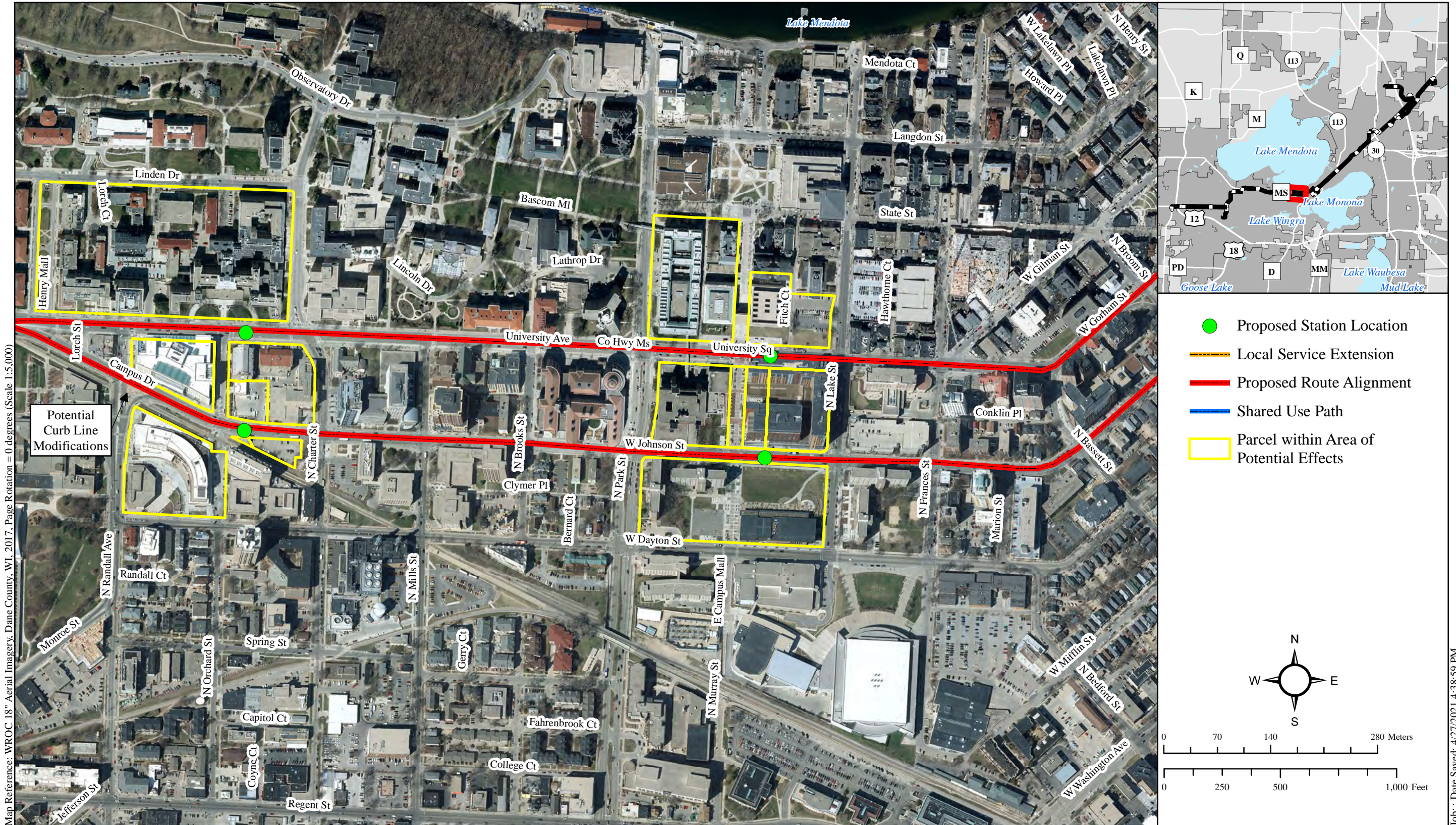


Figure 2i. Proposed Architecture/History APE

Madison East - West BRT

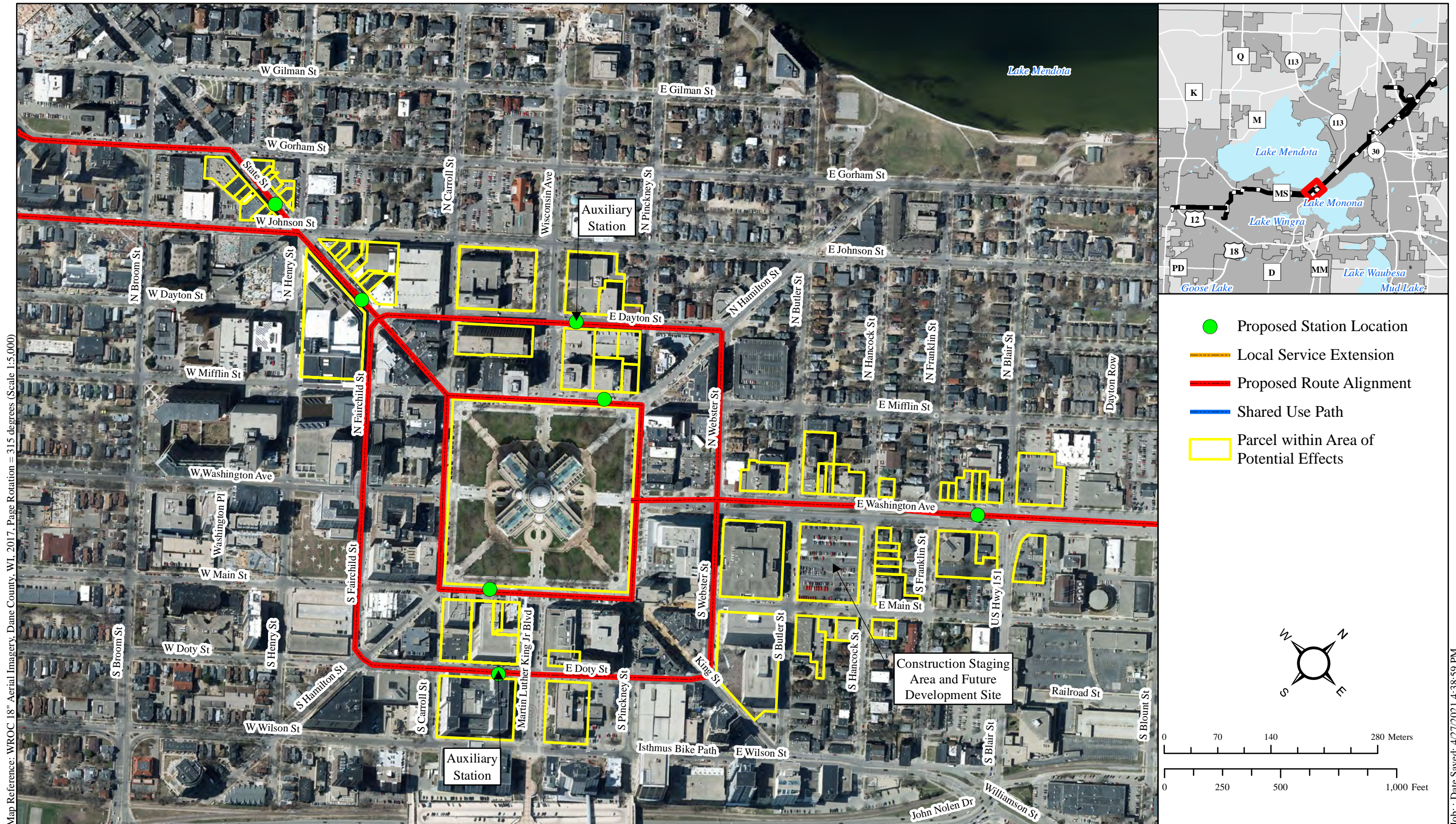


Figure 2j. Proposed Architecture/History APE

Madison East - West BRT



Figure 2k. Proposed Architecture/History APE

Madison East - West BRT



Figure 21. Proposed Architecture/History APE

Madison East - West BRT

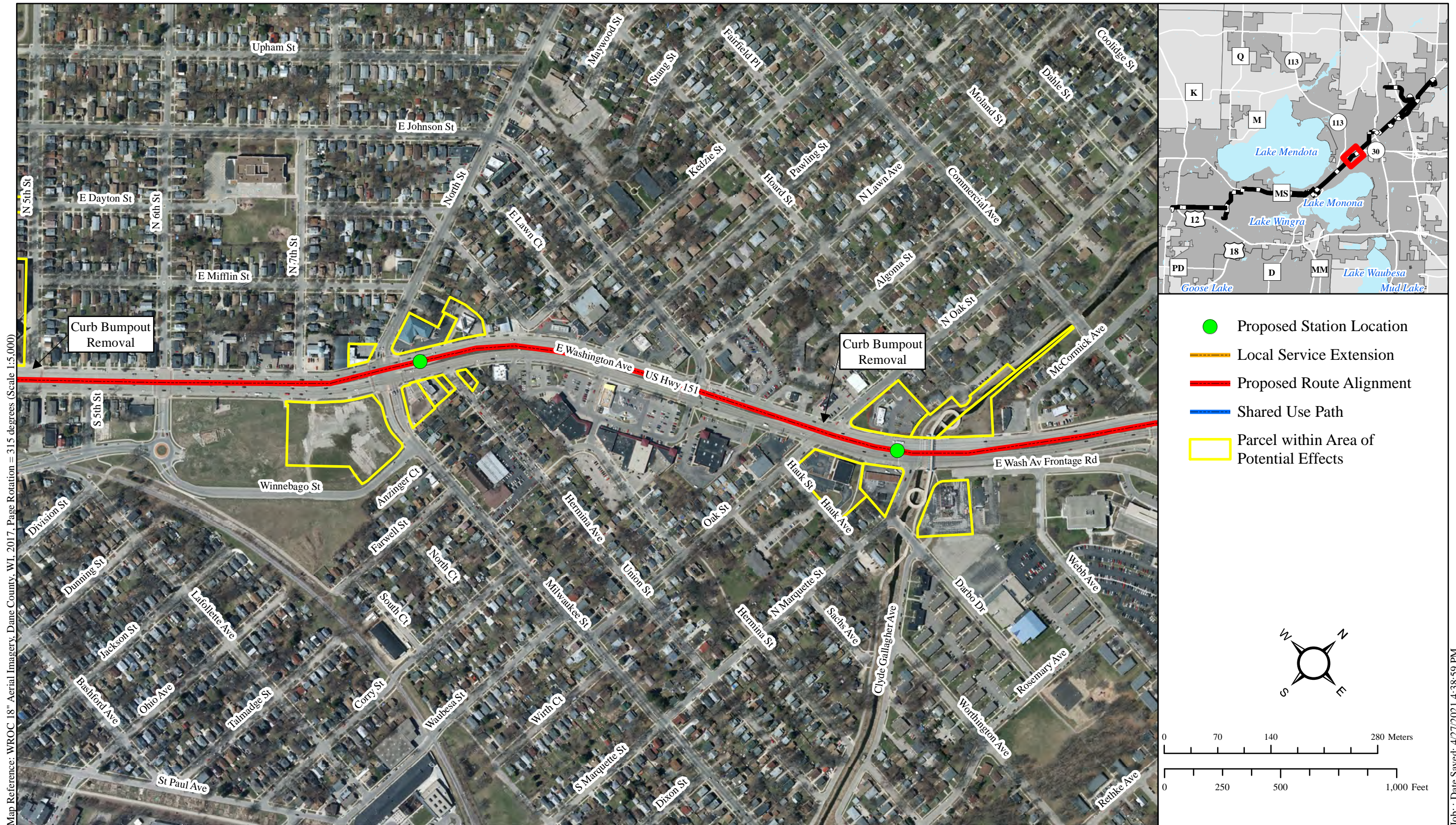


Figure 2m. Proposed Architecture/History APE

Madison East - West BRT



Figure 2n. Proposed Architecture/History APE

Madison East - West BRT



Figure 2o. Proposed Architecture/History APE

Madison East - West BRT



Figure 2p. Proposed Architecture/History APE

Madison East - West BRT



Figure 2q. Proposed Architecture/History APE

Madison East - West BRT

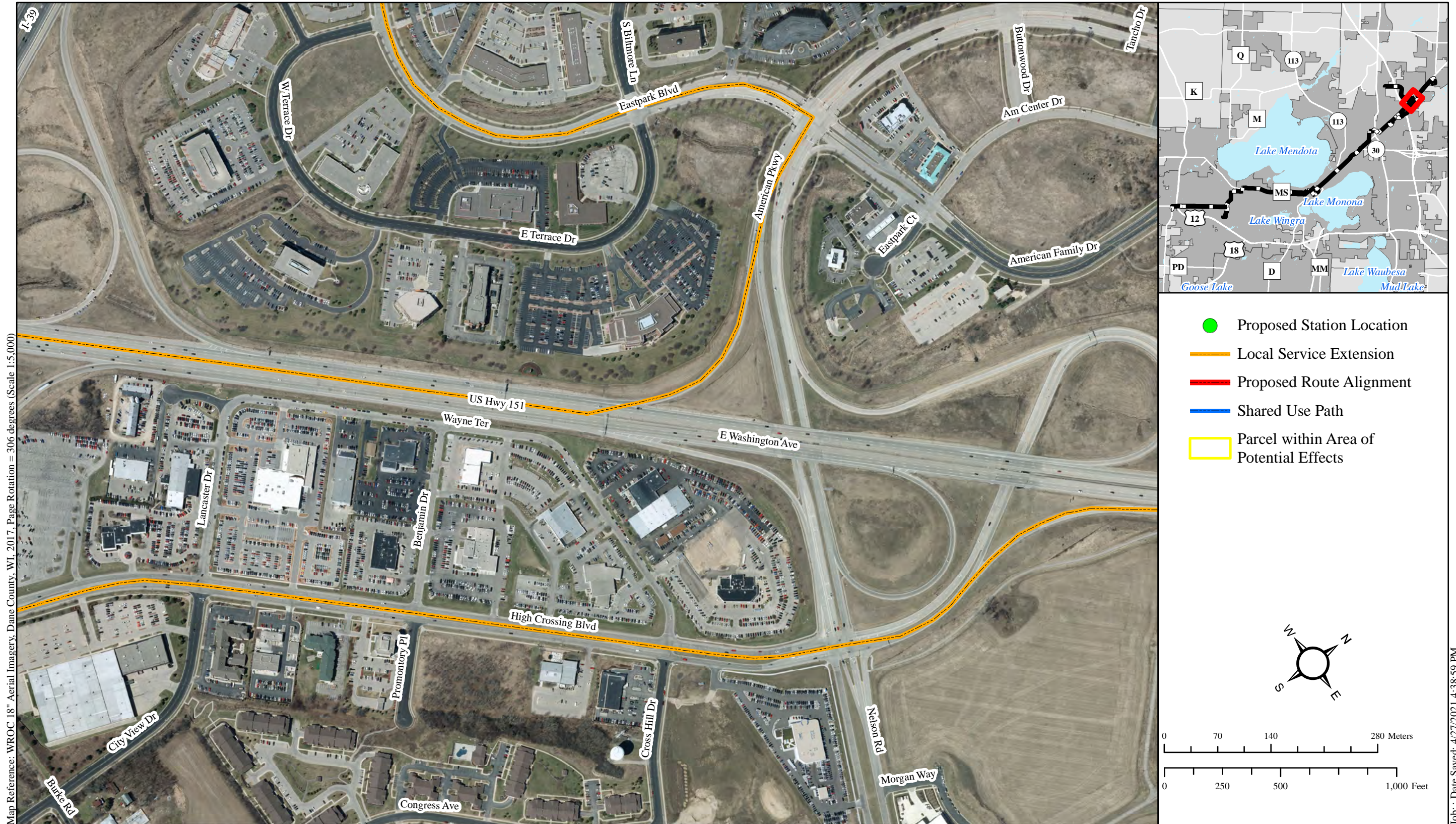


Figure 2r. Proposed Architecture/History APE

Madison East - West BRT



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Figure 2s. Proposed Architecture/History APE

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Figure 2t. Proposed Architecture/History APE

Madison East - West BRT



Figure 2u. Proposed Architecture/History APE

Madison East - West BRT



Map Reference: WROC 18" Aerial Imagery, Dane County, WI, 2017, Page Rotation = 306 degrees (Scale 1:5,000)

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Figure 2v. Proposed Architecture/History APE